



TRANSPORT COMMITTEE MEETING - WEDNESDAY, 9TH SEPTEMBER, 2026

We are now able to enclose, for consideration at next Wednesday, 9th September, 2026 meeting of the Transport Committee, the following documents that were unavailable when the agenda was printed.

Agenda No Item

8. **Bus Services Reimagined – Final Service Change Proposals (Pages 3 - 138)**

Appendix A: CPCA Technical Response Report

Appendix B: SYSTRA Technical Consultation Report

12. **Transport Strategy Update (Pages 139 - 172)**

Appendix A: Draft Walking, Wheeling and Cycling Strategy

This page is intentionally left blank



Bus Services Reimagined – Service Change Proposals September 2026

Adam Marsden



Contents

1. INTRODUCTION	3
Five Good Things to come out of the Network Review	3
Financial Context	3
Bus Operator Context	4
Community Context	4
2. METHODOLOGY	5
Service Performance	5
Key Aims of the Project	5
Initial Proposals	5
Consultation	5
Final Proposals	6
Bus Review Framework	7
3. CURRENT SERVICE PERFORMANCE	8
4. REVISED PROPOSALS	11
4A Overview	11
4B Fenland	14
Benefits	14
Trade Offs	14
Service by Service	15
Other Services	17
4C St Neots to St Ives & Communities to the South and East of St Ives	18
Benefits	18
Trade Offs	18
Service by Service	19
Other Services	20
4D Huntingdon to St Ives, The Busway & Tiger 1	21
Busway	21
Current Service T1	21
4E St Ives & Communities to the North of St Ives	22
Benefits	22
Trade Offs	22
Service by Service	22
4F Communities to the West of Huntingdon	25
Service by Service	25
Future Proposals	25
4G Cambridge & South Cambridgeshire	26



Benefits	26
Trade Offs	26
Service by Service	26
4H East Cambridgeshire	32
Benefits	32
Trade Offs	32
Service by Service	32
4I Peterborough	36
Benefits	36
Trade Offs	36
Service by Service	36

Document Produced by Adam Marsden, Network Delivery Manager with support from Andrew Highfield, Eleanor Limb, Amber Bereznyckyj, Charley Smith, and SYSTRA UK & Ireland



1. Introduction

This document acts as a comprehensive summary of the Reimagining the Bus Network programme being undertaken by Cambridgeshire & Peterborough Combined Authority. It will cover the initial proposals, the context and feedback from operators, as well as highlight aspects from separate community engagement which has taken place.

This project follows the trajectory set in November 2025 where the Bus Service Review Framework was approved by board to be utilised for assessing the current tendered bus network. The Bus Service Review Framework reflects not only on cost per passenger and overall cost metrics, but also the contribution to social value that each service provides to communities. Working in conjunction with SYSTRA UK & Ireland, Cambridgeshire & Peterborough Combined Authority presented several proposals to the public during a 6 week consultation over the Summer of 2026. In light of feedback from the consultation, local stakeholders, bus operators and user groups, officers have refined the proposals to further improve the overall offer.

The final proposals presented within this paper are intended, if endorsed by the Transport Committee and Cambridgeshire & Peterborough Combined Authority Board, to be implemented in two stages, in February 2027 and August 2027 to align with both contract renewal dates and overarching strategy to deliver Bus Franchising in the region.

Five Good Things to come out of the Network Review

The changes to the network in Cambridgeshire and Peterborough that are set out as part of the final proposals for this piece are set out below. Ultimately, the core intentions of the Bus Review were to improve the offer to residents while also getting better value for money from our bus service contracts.

- ▶ In Peterborough we have listened to resident concerns in Werrington, and will therefore be keeping this loop as part of the 62 service
- ▶ In Fenland we're expanding services, with a new service between Wisbech, March, Doddington Hospital and Chatteris - offering a regular service 7 days a week, from early until late - as well as maintaining a bus service from Christchurch and Manea to Chatteris and March
- ▶ In South Cambridgeshire, we're working to deliver a new evening and Sunday service between Cambridge and Royston through the villages as well as improving links into Cambridge from those communities
- ▶ In Huntingdonshire, we're introducing significant improvements to the 65 service to return a regular bus service to The Hemingfords, as well as a direct service between St Neots and St Ives
- ▶ In East Cambridgeshire, we listened to feedback to maintain a shopper bus service from Isleham, Chippenham and Snailwell to Newmarket and onward to Cambridge

Financial Context

There are limited financial reserves and resources to continue to fund poorly performing bus services, in their existing state. This leaves the authority vulnerable to cuts to the network from commercial operators who are also battling the cost increases as well as a general downturn in patronage. Currently, the authority cannot react to such cuts to services.



Recent mid-contract price reviews (where contract costs have risen in some cases by over 10%) have resulted in additional expense for the authority, which has put pressure on the budget available to deliver tendered bus services. A one-off uplift to the Local Authority Bus Grant (LABG) to reflect the increasing costs of bus service provision for Cambridgeshire & Peterborough Combined Authority (a value for £485,000) will offset increases to contract costs in the immediate term, however future funding is unconfirmed.

Bus Operator Context

Bus operators have generally engaged positively with the work being carried out by CPCA to review the network. Operators are understandably interested in how changes are flowed through into the network – whether this is through modifications to their existing contracts, or through a re-procurement. There is also interest in terms of how changes flow through to the bus franchising scheme. Where contracts are required to be cut short to facilitate changes and procurements, operators have been generally understanding of this requirement to ensure that the authority subsequently follows its due diligence of procuring services appropriately.

Community Context

There are several community groups who have engaged directly with CPCA officers regarding these proposals. The revised proposals reflect some of this feedback. This includes some groups or individuals submitting separate documents outlining their or their organisations views. Groups and individuals included but were not limited to:

- A to B1102 Bus User Group
- Cambridge Area Bus User Group
- Cambridge Biomedical Campus
- University of Cambridge
- Barton Parish Council
- Burwell Parish Council
- Northstowe Town Council
- St Ives Town Council
- Newmarket Town Council
- Great Wilbraham, Little Wilbraham & Six Mile Bottom Parish Council
- East Cambridgeshire District Council
- Chippenham Parish Council
- Cllr Bostanci & Hobro (South Cambs area)
- Charlotte Cane MP
- Ben Obese-Jecty MP

2. Methodology

Below outlines the methodology deployed to produce the final proposals for the Reimagining the Bus Network Project.

Service Performance

Utilising the Bus Service Review Framework, all contracted bus services to Cambridgeshire & Peterborough Combined Authority were assessed for their social value performance to identify a scope for where changes to services should be targeted to improve value for money, and pragmatically revise services following a more holistic view of the network. The holistic approach is limited by the current ownership of commercial bus operations which means not all synergies are currently achievable.

Key Aims of the Project

The project followed several guiding principles to deliver improved services to communities across the Cambridgeshire and Peterborough area.

These included:

- Identifying and rationalising services which demonstrated poor value for money in accordance with the Bus Service Review Framework
- Reinvesting resources to deliver improved services to communities across the Cambridgeshire & Peterborough area – with core aims to deliver:
 - ▶ Improved Connectivity
 - ▶ Improved Operating Hours
 - ▶ Improved Frequencies
 - ▶ Improved Network Delivery
- Supporting resilience across the bus network by reducing duplication of services
- Making effective and efficient use of Section 106 funding to deliver improved services

Initial Proposals

The initial proposals were developed by SYSTRA UK & Ireland in conjunction with Cambridgeshire & Peterborough Combined Authority. The generated proposals developed service changes which looked to consolidate resources into delivering improved services overall. The proposals were put together with consciousness of the principles outlined within the Bus Network Review Framework.

Consultation

The Bus Network review public engagement ran for six weeks during June and July 2026, giving residents across Cambridgeshire and Peterborough the opportunity to review proposed changes to local bus services and share their views before any decisions were made. The engagement received 1,182 survey responses, which exceeded the original targets, alongside strong website traffic, social media reach and stakeholder engagement.

The campaign built on previous engagements such as the 2025 Budget and Medium-Term Financial Plan engagement and the November 2025 Tiger Bus Survey. These engagements helped inform realistic targets but also helped officers understand the importance of allowing residents enough time to take part, providing clear information and using a combination of channels to reach different audiences. Officers were also able to use patronage data provided by operators to understand existing passengers.

The Combined Authority worked closely with SYSTRA and partners across the region to deliver the engagement. This included creating a dedicated webpage, plain English proposals, clear route maps, FAQs and the survey itself. Residents were made aware of the engagement through organic and paid social media activity, printed materials distributed through libraries, parish councils and community groups, and local community outreach through media outlets and online community groups. Targeted communications were also shared with schools, businesses, parish and town councils, elected representatives and other local organisations to help reach people who may use or be affected by the proposed changes.

The team also worked with neighbouring authorities where proposed routes crossed the Combined Authority boundary, provided accessible versions of materials where requested, and responded to questions and requests for further information throughout the engagement.

Further details regarding the public engagement which SYSTRA UK & Ireland and CPCA carried out can be found in the appended SYSTRA UK & Ireland Report.

Final Proposals

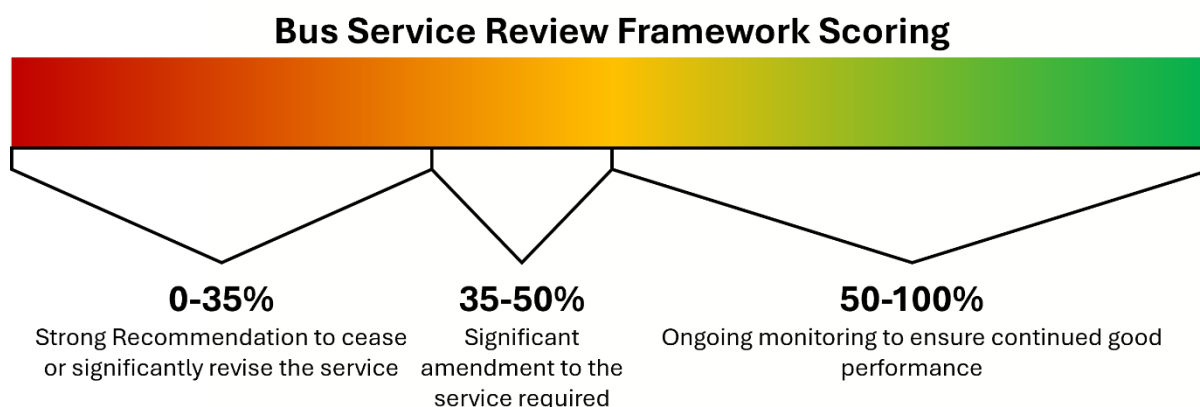
The consultation responses were collated and evaluated carefully, with CPCA officers re-evaluating initial proposals to revise them in line with professional expertise and data justification. CPCA officers also engaged with a series of community groups as part of the public consultation, along with working through other feedback received prior to the consultation to ensure that as many considerations were made to communities as possible. This holistic and collaborative approach has helped officers to develop a revised set of proposals which have been developed at pace alongside plans to implement changes as effectively as possible.

Bus Review Framework

The Bus Service Review Framework utilised to carry out this review set out a series of metrics to measure the success of contracted bus services by. These considerations included:

Consideration	Metrics
Deliverability	Timing for Mobilisation Resource Availability / Sustainability Punctuality
Fitment of Service with the rest of the network	Route Duplication Links / Connections Coordination between services
Social Value	Education Healthcare Supermarkets / Retail Accessible Jobs Leisure Facilities Other Housing
Social Value	Car Ownership Indices of Multiple Deprivation
Value for Money	Cost Per Passenger Cost per Head of Population Cost per Passenger Kilometre Contribution to Local Economy
Affordability	Overall Budget

These different factors are assessed and scored for each service and those scores are then interpreted in the below diagram.



3. Current Service Performance

This section outlines the performance of our current contracted services.

Service	Cost Per Passenger (2025-2026)	Social Value Score (2024-2025)	Justification of scope
5A St Ives to Bar Hill	£6.83	N/A	Reviewed in conjunction with other services in the Huntingdonshire area
7A Trumpington P&R to Hinxton	N/A	N/A	Growth opportunity / Efficiency Gains
8 Cambridge to Papworth Everard	£14.13	62	High Cost Service
12 Newmarket to Ely	£22.17	67	High Cost Service
47 Newmarket to Brinkley		44	
204 Newmarket to Isleham		56	
16A Cambridge to Great Thurlow	£37.05	60	High Cost Service
17 Cambridge to Guilden Morden	£15.72		High Cost Service
18 Newmarket to Newmarket Rd P&R	£10.43	49	Potential Association between other contracts which are poor performing – Opportunity for economies and growth.
19 Haverhill to Burrough Green	£33.14	58	High Cost Service
23 & 24 Peterborough to Lynch Wood	£13.01	78	Re-evaluate once franchised – Marginal
26 Cambridge to Royston (to serve Fowlmere)	N/A	62	Growth opportunity / Efficiency Gains
46 Wisbech to March	£3.38	67	Potential Association between other contracts which are poor performing – Opportunity for economies and growth.
46A Newmarket to Linton	£9.65	62	Potential Association between other contracts which are poor performing – Opportunity for economies and growth.
50 Wisbech to Long Sutton	£12.85	51	Potential Association between other contracts which are poor performing – Opportunity for economies and growth.



Service	Cost Per Passenger (2025-2026)	Social Value Score (2024-2025)	Justification of scope
56 Wisbech to Benwick / Manea	£3.75	74	Potential Association between other contracts which are poor performing – Opportunity for economies and growth.
60 Peterborough to Orton 61 Peterborough to Newark 62 Peterborough to Maxey 63 Peterborough to Keys Park	£3.57	N/A	Potential growth opportunity
61 Eynesbury to Eaton Socon	£2.60	N/A	Potential Association between other contracts which are poor performing – Opportunity for economies and growth.
65 St Neots to Buckden	£16.39	59	High Cost Service – Overlap with other existing services
68 Wisbech Town Service	£28.68	50	Recent changes made to contract – Review at a later date
69 St Ives to Boxworth	£157.07	N/A	High Cost Service
75 Cambridge to Wrestlingworth	£9.37	63	Growth Opportunity
114 Cambridge to Addenbrooke's Hospital (Monday – Friday)	N/A	73	Growth Opportunity
114 Cambridge to Addenbrooke's Hospital (Saturday)	£17.97	73	Growth Opportunity
117 Ely to Upware 129 Ely to Brandon Creek	£18.83	60 53	High Cost Service
150 St Neots to Tilbrook	£9.05	65	Potential Association between other contracts which are poor performing – Opportunity for economies and growth.
203 Newmarket to Isleham	£15.29	52	High Cost Service
300 St Ives Town Service	£11.09	62	Potential Association between other contracts which are poor performing – Opportunity for economies and growth.
301 St Ives to Ramsey	£21.96 / £4.32	43	Growth Opportunity / Economies from Tiger 12 service



Service	Cost Per Passenger (2025-2026)	Social Value Score (2024-2025)	Justification of scope
302 St Ives to March	£2.60	N/A	Potential Association between other contracts which are poor performing – Opportunity for economies and growth.
303/305 Huntingdon to Ramsey & Chatteris	£3.42	N/A	Potential Association between other contracts which are poor performing – Opportunity for economies and growth.
400 Huntingdon to Spaldwick 401 Huntingdon to Leighton Bromswold	£14.27	47 44	High Cost Service – Overlap with Tiger on Demand – Growth Opportunity
415 Upwood to Peterborough	£26.78	60	High Cost Service
901 Newmarket Town Service 902 Newmarket Town Service 903 Newmarket Town Service 904 Newmarket Town Service	£19.15	59 52 56 48	High Cost Service
T1 Cambridge to Huntingdon	£3.27	75	Growth Opportunity
T2 Madingley Rd P&R to Newmarket Rd P&R T3 Fulbourn to Grantchester	£18.71	53 55	High Cost Services – Significant overlap with other existing services
T4 Addenbrooke's Hospital to Newmarket	£4.97	68	Punctuality challenges
T5 Cambridge to Soham	£8.33	74	Growth opportunity
T7 Wisbech to Chatteris	£47.72	49	High Cost Service – Significant overlap with other existing services
T12 Longstanton to Sutton	£90.07	40	High Cost Service
ZIP1 Ely Circular	£2.62	N/A	Potential Association between other contracts which are poor performing – Opportunity for economies and growth.
ZIP2/3 Ely to Chatteris & March	£2.85	N/A	Potential Association between other contracts which are poor performing – Opportunity for economies and growth.



4. Revised Proposals

In light of feedback received from the engagement, officers have reviewed and made several changes to the proposals.

There are two key implementation dates for these changes – February 2027 and August 2027. Certain proposals will be held back to await more funding opportunities to support the service. This document will now look at services on a route by route basis.

4A Overview

Below outlines a high level summary of the changes proposed to the network with a summary of benefitting areas and any potential adverse impacts as a result of the proposed changes.

Area	Services Proposed for Change	Communities seeing Positive Impacts	Communities seeing Adverse Impacts
Fenland services	46, 50, 56, 302, T7, ZIP2/3	Chatteris, Doddington, Wimblington, March, Coldham, Friday Bridge, Elm, Emneth & Wisbech benefit from increased number of journeys including later journeys and new Sunday service, as well as improved links to Doddington Hospital. Chatteris, Manea, Christchurch & March are linked together, which includes serving Manea Rail Station directly. Communities the 46 & 50 services will see small enhancements to village connectivity into Wisbech Improved connectivity and coordination between services in Chatteris	Some communities in Norfolk will experience a reduction in services, no longer connecting to Chatteris Journey from Manea to March is slower in order to serve Christchurch Direct link from Manea & Christchurch to Wisbech removed – opportunities to change bus in March instead
St Ives, Earith, Somersham and Ramsey	300, 301, 301S, 301V, 301X, T12	Improved connectivity between Somersham, Colne, Earith, Bluntisham, Needingworth & St Ives with higher overall frequency	Direct connection from Sutton & Earith to Longstanton Park & Ride no longer provided
St Neots, Godmanchester, the Hemingfords and St Ives	65	Significant improvements to timetable with new links to St Neots, St Neots Rail Station & St Ives for	Direct link between Great Paxton, The Offords and Buckden removed but mitigated with focused work



Area	Services Proposed for Change	Communities seeing Positive Impacts	Communities seeing Adverse Impacts
		communities in Great Paxton, The Offords, Godmanchester, Hemingford Abbots & Hemingford Grey New Saturday service	to improve the Tiger On Demand offer.
Cambridge and South Cambridgeshire	7A, 17, 26, 114, T2, T3	Improved service frequency including new evening and weekend journeys for Royston, Melbourn, Fowlmere, Newton, Harston to Cambridge – Evening & Weekend journeys additional serve Hauxton, The Shelfords, Stapleford & Addenbrooke's Hospital Improved frequency along the current 114 route between Cambridge and Addenbrooke's Hospital New higher frequency service for the Western Arc of Cambridge replacing the T2 in part which serves Cambridge North Rail Station. New connections across to the Eastern part of Cambridge City Centre Frequency of buses from Cambridge / Addenbrooke's to Harston & Hauxton improved Direct off peak link from Hinxton, Whittlesford, Heathfield & Thriplow to Cambridge provided including new Saturday journey	Newmarket Road to Histon Road current connection provided are removed – low usage and impractical use of resource Grantchester to Addenbrooke's Hospital direct link lost – travel on Service 18 into Cambridge and interchange to Addenbrooke's Hospital is possible.
East Cambridgeshire and Suffolk links	12, 16A, 18, 19, 47, 203, 204, 901,	Significant improvement to overall service levels benefitting Cheveley, Saxon Street, Little Ditton,	Carlton, Kirtling Green, Kirtling & Upend no longer served



Area	Services Proposed for Change	Communities seeing Positive Impacts	Communities seeing Adverse Impacts
	902, 903, 904	Woodditton, Sketchworth, Dullingham, Burrough Green, Brinkley, Weston Colville, West Watting, Balsham, Linton, Shudy Camps, Castle Camps & Haverhill Maintenance of off peak journey on more days of the week for Isleham, Chippenham, Snailwell, Newmarket, Sketchworth, Dullingham, Balsham & Teversham to Cambridge City Centre	
Peterborough services	60, 61, 62, 63	Minor overall revisions to services 60 & 61 services merged to provide enhanced cross-city connections – timings remain very similar to current – no changes to frequencies	Last journeys from Newark (61) and Maxey (62) withdrawn due to extremely low usage

The document will now outline each of the service changes in more detail.
Timetables and maps are at the end of this document.

4B Fenland

The bus network in Fenland currently has a network of services which are not coordinated as well as they otherwise could be. Services are also contracted at a current high cost to the Combined Authority. This review seeks to deliver improvements to the overall network in Fenland, while also reducing the potential poor use of funds on extremely lightly used services in favour of delivering better services for more communities. These changes deliver significant benefits to the communities whilst also delivering a more sustainable network which can stand the test of time. Overview of the Recommended Proposals:

Benefits

- Delivery of enhanced links direct to Doddington Hospital – Hourly from Wisbech, March and Chatteris.
- Improved peak time travel options between Chatteris, March and Wisbech, offering the opportunity for the integration of college movements to provide a more sustainable and usable transport solution.
- Improved spread of the day for the core Chatteris – March – Wisbech corridor of services.
- Improved accessibility to Manea Rail Station with vehicles serving the station site. Timings to be coordinated with rail services to/from Peterborough.
- Maintenance of a frequent fixed line bus service between Chatteris, Manea, Manea Rail Station and Christchurch.
- More coherent and easier to understand service from Tydd St Giles, Newton, Gorefield and Wisbech St Marys through revision to services.

Trade Offs

- Benwick is no longer served by a fixed line bus service – but travel can still be achieved using the Tiger on Demand service. Between 1st September and 30th November 2025, 277 passenger journeys were made from Benwick on service 56 – an average of 3.5 journeys each day.
- Slower travel times from Manea to March, though frequency of service and spread of the day is improved meaning more travel opportunities than current. Travel times will increase from the current 23 minutes to around 35 minutes in order to serve Christchurch.
- Removal of a direct bus service from Manea and Christchurch to Wisbech – though it will be possible to connect to services towards Wisbech from March. Approximately 350 passenger journeys were made from Manea and Christchurch towards Wisbech between 1st September 2025 and 30th November 2025.
- Removal of service within Norfolk, though all areas affected already have alternative Norfolk County Council funded service 60 which will continue to operate between Wisbech, Emneth, Outwell, Upwell and Three Holes. This change is supported by Norfolk County Council as the current Tiger 7 service runs over the top of the 60 service, offering limited benefit to residents in Norfolk.

Service by Service

Service 46 Wisbech to March

Current Contract Details

Annual Contract Cost:	£147,448
Cost per passenger:	£3.38
Current Operator:	Stagecoach East
Current Contract Expiry:	26 th September 2027

Proposed Changes

Service 46 is proposed to be revised to concentrate on the link it provides between March, Westry, Guyhirn, Wisbech St Mary & Wisbech. The timetable of the service will be revised accordingly.

Anticipated Procurement Pathway

This service is intended to go through a full procurement process with implementation in February 2027.

This will be packaged with Service 50 into one contract to offer economies of scale to offer good value for money to the Combined Authority.

Service 50 Long Sutton to Wisbech

Current Contract Details

Annual Contract Cost:	£177,584
Cost per passenger:	£12.85
Current Operator:	Stagecoach East Midlands
Current Contract Expiry:	26 th September 2027

Proposed Changes

Service 50 will be revised to incorporate the current provision Tydd St Giles, Newton, Fitton End, Leverington, Bellamy's Bridge and Murrow that is provided by Service 46. A more substantial and practical service will be implemented to Long Sutton to offer more travel opportunities for people from Fenland to travel to Wisbech or Long Sutton. This is intended to grow demand for the service and offer improvement on the current offer.

Anticipated Procurement Pathway

This service is intended to go through a full procurement process with implementation in February 2027. The current service was bid as part of a package with Service 56 which is seeing substantial change.

This will be packaged with Service 46 into one contract to offer economies of scale to offer good value for money to the Combined Authority.

Service 56 Wisbech to Manea or Benwick

Current Contract Details

Annual Contract Cost:	£285,483
Cost per passenger:	£3.75
Current Operator:	Stagecoach East Midlands
Current Contract Expiry:	26 th September 2027



Proposed Changes

Service 56 is proposed to be revised significantly to deliver improvements to service levels across Fenland through leveraging the resource currently used on the Tiger 7 service. The service will be revised to operate between Wisbech, Emneth, Elm, Friday Bridge, Coldham, March, Wimblington, Doddington, Doddington Hospital and Chatteris at an hourly frequency Monday to Friday, and two hourly frequency on Saturdays and Sundays with extended operating hours and improved journey options particularly at peak times. The service will deliver significant improvements to the service levels in the Fenland area, bolstering connectivity and travel opportunities between key points through the heart of

Anticipated Procurement Pathway

This service is intended to go through a full procurement process with implementation in February 2027.

This will be packaged with Service 50 into one contract to offer economies of scale to offer good value for money to the Combined Authority.

Service 57 Chatteris to March

Current Contract Detail

This is a new service.

Proposed Changes

New service 57 would operate between Chatteris, Manea, Manea Rail Station, Christchurch and March at an hourly frequency during the day Monday to Friday with a reduced frequency on Saturdays. This service will be planned to meet with rail services at Manea Rail Station to/from Peterborough to allow greater connectivity for Chatteris and Manea. The vehicles used will be smaller buses to allow the vehicles to enter the car park at Manea Rail Station for easy access to the station for users. The service will ensure that Manea and Christchurch continue to be linked by a regular fixed line bus route and offers a new link from Christchurch to March which is currently not provided.

Anticipated Procurement Pathway

This service is intended to go through a full procurement process with implementation in February 2027.

Service Tiger 7 Chatteris to Wisbech

Current Contract Detail

Annual Contract Cost:	£1,005,062
Approx. Annual Revenue:	£29,710 (Retained by CA)
Cost per passenger:	£47.72
Current Operator:	Stagecoach East Midlands
Current Contract Expiry:	28 th May 2028

Proposed Changes

The current Tiger 7 service between Chatteris and Wisbech offers poor value for money, and is proposed to be replaced by alterations to the 56 service, along with the introduction of the new 57 service which maintain the vast majority of travel opportunities currently taken up on the Tiger 7, as well as facilitating growth to the overall network.

- Journeys between Chatteris and Wisbech will continue to be possible using the revised 56 service
- Journeys between Chatteris, Manea and Christchurch will continue to be possible using the new 57 service
- Journeys between Manea, Christchurch and Wisbech can continue to be achieved through using the 57 service to March and then transferring onto the 56 service
- Journeys from Outwell, Upwell and Three Holes to Wisbech can continue to be achieved through using the existing 60 service.

Anticipated Procurement Pathway

This service is intended to be cancelled from February 2027.

Other Services

It may be necessary for changes to be made to other services within the Chatteris area to accommodate changes to the above services. Cambridgeshire and Peterborough Combined Authority will continue to engage proactively with those currently providing services to ensure the best outcomes and implementation of changes takes place. The below services may require changes to contracting and timetabling as a result to ensure value for money, as well as improve connectivity and accessibility across Fenland. This may mean interchanging between services at Chatteris will need to take place, however timings will be made to be such that those interchanges to continue to travel through Chatteris can still take place.

- Service 66 Wisbech Town Service
- Service 300 St Ives Town Circular (See St Ives section)
- Service 302 St Ives – Chatteris – March (See St Ives section)
- Service 303 Chatteris – Ramsey – RAF Wyton – Huntingdon
- Service 305 Ramsey – RAF Wyton – Huntingdon
- Service ZIP2 Ely – Sutton – Chatteris – March
- Service ZIP3 Ely – Sutton – Chatteris

4C St Neots to St Ives & Communities to the South and East of St Ives

As part of the initial proposals within the network review, there were several proposals around making changes to services in the St Neots and St Ives area. One of the key focuses were around improving connectivity between St Neots and St Ives whilst also removing some of the poorest performing services on the network, leveraging the existing Tiger on Demand service which covers all journey opportunities some of these fixed route tendered services provide. The initial proposals have been heavily revised after feedback from stakeholders via the consultation process to deliver innovative new bus service links which are likely to be used by more people.

Overview of the Recommended Proposals:

Benefits

- Reinstatement of a fast, direct service operating between St Neots and St Ives – with journey times of approximately 50 minutes end to end, providing a practical and usable service to communities. This replaces the previous 67 service which was withdrawn by a commercial operator on 31st May 2026. Between 1st September and 30th November 2025, 2292 passengers used the commercially operated 67 service with the majority of users travelling end to end.
- Reinstatement of a regular bus service Monday to Saturday for Hemingford Abbots and Hemingford Grey. This follows significant campaigning and data collection to justify the need for a service to the villages from the residents group. This data collection was submitted to the Combined Authority both prior to and during the Bus Network Reimagined Consultation period. Representatives of Hemingford Grey and Hemingford Abbots carried out a survey within their local area garnering 131 responses. Their study highlighted a clear need and desire from the community for a more regular service to St Ives from their communities.
- Retention of a fixed line bus service from St Neots to Great Paxton, Offord D'arcy and Offord Cluny.
- New direct bus service links from Godmanchester to St Neots and St Ives.
- Protection of a weekday service for Hilton, Elsworth, Conington, Knapwell and Boxworth to St Ives – with extra travel opportunities introduced.
- Coordinated timetable introduced to allow for connections to rail services towards London appropriate for both day trips and commuter travel.

Trade Offs

- Removal of direct bus service from Papworth Everard to Bar Hill on Service 8 in favour of the service instead linking Hilton and St Ives to offer better transport links for what are otherwise isolated villages, whereas Papworth Everard will continue to have frequent services to Huntingdon, Godmanchester, Cambourne and Cambridge. Only 55 passengers were recorded boarding at Papworth Everard between 1st September and 30th November 2025 – meaning an average each day of below 1.
- Service 65 will no longer serve Buckden. Travel from St Neots can still be achieved using the half hourly 66 service. Journeys from Great Paxton, Offord D'arcy & Offord Cluny to Buckden can still be made using Tiger on Demand. Between 1st September and 30th November 2025, approximately 25 journeys were made from Offord D'arcy, Offord Cluny or Great Paxton to travel to Buckden.

Service by Service

Service 65 St Neots to Buckden (Revised to operate to St Ives)

Current Contract Details

Annual Contract Cost:	£62,743
Approx. Annual Revenue:	£442 (Retained by CA)
Cost per passenger:	£16.39
Current Operator:	Dews Coaches
Current Contract Expiry:	26 th September 2027

Proposed Changes

Service 65 will see significant revision and enhancement to the service to deliver a more sustainable and usable service moving forwards. Service 65 will be rerouted in St Neots to additionally serve St Neots Rail Station, before continued onward to Great Paxton, Offord D'arcy and Offord Cluny. The service will no longer serve Buckden, with the route instead continuing north to Godmanchester, Hemingford Abbots, Hemingford Grey and St Ives which will offer significant new connection options. Services will be timed to connect with rail services to and from London, and the timetable will be enhanced to offer an improved frequency to communities along the route. The new service will also additionally operate on Saturdays.

The new 2 hourly service is anticipated to be a more sustainable and better value use of the funding to deliver bus services in this area, which was otherwise at risk of full withdrawal.

- Travel from St Neots to Buckden is still possible using the more frequent 66 service.
- Travel to Buckden from Great Paxton and The Offords is still possible with Tiger on Demand.

Anticipated Procurement Pathway

This service is intended to go through a full procurement process with implementation in February 2027.

Service 8 Hilton or Papworth Everard to Bar Hill & Cambridge

Current Contract Details

Annual Contract Cost:	£62,743
Cost per passenger:	£16.39
Current Operator:	Dews Coaches
Current Contract Expiry:	26 th September 2027

Proposed Changes

Service 8 and 69 will be combined to improve provision around Boxworth, Conington, Knapwell, Elsworth and Hilton through the provision of additional Monday to Friday off peak journeys. To facilitate this provision, the number of journeys which operate to Cambridge is proposed to reduce from 3 to 2.

- 3 hours of time in between buses for passengers to shop in both St Ives or Cambridge for in the off peak
- Improved number of journeys to Boxworth, Conington, Knapwell, Elsworth and Hilton.



- Retention of the current 69 journey between Boxworth and St Ives, which also maintains the early morning connection from Fenstanton to St Ives.

Anticipated Procurement Pathway

Negotiation with the existing operator, Stephenson's of Essex, will take place to implement this change in February 2027 where all journeys are numbered as 69.

Service 69 St Ives to Eynesbury and St Ives to Boxworth

Current Contract Details

Annual Contract Cost:	£62,743
Cost per passenger:	£16.39
Current Operator:	Dews Coaches
Current Contract Expiry:	26 th September 2027

Proposed Changes

Service 8 and 69 will be combined to improve provision around Boxworth, Conington, Knapwell, Elsworth and Hilton through the provision of additional Monday to Friday off peak journeys. The simplification of the service offer is intended to improve service usage on the 69 service. The St Ives to Eynesbury journey is to be withdrawn as part of this change. Connections between St Ives and St Neots can be achieved using the new 65 service.

Anticipated Procurement Pathway

Negotiation with the existing operator, Stephenson's of Essex, will take place to implement this change in February 2027 where all journeys are numbered as 69.

Other Services

It may be necessary for changes to be made to other services within the St Ives and St Neots area to accommodate changes to the above services. Cambridgeshire and Peterborough Combined Authority will continue to engage proactively with those currently providing services to ensure the best outcomes and implementation of changes takes place. The below services may see minor timetable changes and/or contractual changes as a result to improve connectivity and accessibility across the area.

- Service 61 Eynesbury to Eaton Socon
- Service 150 Eynesbury to Tilbrook

4D Huntingdon to St Ives, The Busway & Tiger 1

As part of the initial proposals, it was proposed that the Tiger 1 service could be extended from Huntingdon to St Ives to offer a fast connection between Huntingdon and St Ives, cutting the current journey time between the two centres from 39 minutes to 25 minutes. Cambridgeshire and Peterborough Combined Authority have since been approached by an operator who proposes to investigate the opportunity of providing this link commercially.

As a result, there are no proposed changes to the Tiger 1 service within our final proposals at this time.

Busway

It is noted however that Stagecoach East are currently proposing to reduce the frequency of services between Huntingdon and St Ives, along with the wider busway network. As a result, Cambridgeshire and Peterborough Combined Authority will work to identify any opportunities to deliver improvements to the Tiger 1 service with the incumbent operator.

Current Service T1

Annual Contract Cost:	£425,220
Approx. Annual Revenue:	£184,146 (Retained by CA)
Cost per passenger:	£3.27
Current Operator:	Whippet Coaches
Current Contract Expiry:	28 th May 2028

The current Tiger 1 service is performing well and is delivering on the needs of travellers to provide the fast and direct link along the busway from Huntingdon to Cambridge that was intended. Cambridgeshire & Peterborough Combined Authority are encouraged by usage of this service and look forward to continuing to see it grow from strength to strength.



4E St Ives & Communities to the North of St Ives

On review of the performance of the current 301 and Tiger 12 services, it was found that both services were delivering poor value for money for Cambridgeshire & Peterborough Combined Authority. The cost of providing these services in their current format are not sustainable for the Combined Authority. Having reviewed the service provision carefully, a solution has been developed which improves the connectivity to St Ives from Needingworth, Bluntisham, Earith, Colne and Somersham. The simpler service offering aims to be more usable and useful to communities in the area.

Overview of the Recommended Proposals:

Benefits

- Improved frequency of service from St Ives to Needingworth, Bluntisham, Earith and Somersham where services will operate up to every hour from St Ives.
- Maintenance of two journeys per day in each direction from Ramsey to St Ives.
- Introduction of a Saturday service to Service 300
- Rationalised and simplified service will give a

Trade Offs

- Woodhurst is no longer connected by a bus service. Between 1st September and 30th November 2025, 64 passengers were recorded as travelling from Woodhurst, representing an overall usage of below 1 trip each day.
- Old Hurst no longer has a direct bus service to St Ives – however the 303 and 305 continue to connect Old Hurst to Huntingdon and Ramsey every hour.
- Direct bus service link from Sutton and Earith to Longstanton Park and Ride is withdrawn. Connections to the Busway can still be achieved from Earith by using the more frequent service to St Ives. The T12 service is typically used by fewer than 100 passenger each week – by comparison the T5 service carried over 1000 passengers per week.

Service by Service

Service 300 St Ives Town Service

Current Contract Details

Annual Contract Cost:	£31,152.24 (Precept) + £78,215.76 (BAU)
Approx. Annual Revenue:	£8,633 (Retained by CA)
Cost per passenger:	£11.09
Current Operator:	Dews Coaches
Current Contract Expiry:	Demin Contract

Proposed Changes

A new Saturday timetable will be introduced to replace the current 301S service, offering a simpler to understand bus service offering.

Anticipated Procurement Pathway

Current contractual agreements for the 300 service are mixed in with the 301. Service 300 will therefore be repocured. There may be options to link this service to other routes, allowing connections to destinations such as Spinney Doctors surgery to be accessible directly from more communities.

Service 301/301S/301V/301X St Ives to Ramsey

Current Contract Details

Annual Contract Cost:	£401,753.72
Approx. Annual Revenue:	£23,000 (Retained by CA)
Cost per passenger:	£12.91
Current Operator:	Dews Coaches
Current Contract Expiry:	Demin Contract

Proposed Changes

Service completely reconfigured to develop a circular service around the villages of Needingworth, Bluntisham, Earith, Colne and Somersham to and from St Ives. This will allow for the offering of an enhanced service frequency. Two journeys each day in each direction will continue to connect Ramsey and St Ives directly a core commuter and shopping times.

- Pidley cum Fenton and Warboys continue to be connected to St Ives by the 302 service.
- Warboys continues to be connected to Ramsey by the 303 and 305 services.
- There will be opportunity to travel between St Ives and Ramsey directly by changing bus in Chatteris.

Anticipated Procurement Pathway

Service to be reprocured following a full procurement process with implementation in February 2027.

Service 302 St Ives to March

Current Contract Details

Annual Contract Cost:	£58,432.24 (Precept) + £78,215.76 (BAU)
Approx. Annual Revenue:	£38,528
Cost per passenger:	£2.60
Current Operator:	Dews Coaches
Current Contract Expiry:	De Minimis Agreement

Proposed Changes

No initial changes proposed, though timetable may be revised and service split at Chatteris (with timed connections to continue to travel between St Ives and March.

Anticipated Procurement Pathway

Current contractual agreements for the 302 service are mixed in with the 301. Service 302 will therefore be renegotiated / reprocured.

Service Tiger 12 Longstanton Park & Ride to Sutton

Current Contract Details

Annual Contract Cost:	£218,627
Approx. Annual Revenue:	£6,625 (Retained by CA)
Cost per passenger:	£90.07 (Based on Period 8 to 10 2025-26)



Current Operator: A2B Bus & Coach
Current Contract Expiry: 28th May 2028

Proposed Changes

Service is proposed to be withdrawn due to extremely low usage. Fewer than 100 passenger trips were made using the service each week since its introduction. This means for every hour of the bus being in service, only around 1.2 passenger journeys are made. These numbers are unsustainable and better use of Cambridgeshire and Peterborough Combined Authorities finite budget can be reinvested to deliver services which offer more links, and will benefit more of the community.

- Sutton is still connected by the ZIP service to Ely and Chatteris.
- Earith will be connected by the more frequent service to St Ives – where connections can be made to the Busway for travel to Longstanton Park & Ride.
- Willingham continues to be served by the 5A service to Longstanton Park & Ride and St Ives.

Anticipated future performance

This service will be withdrawn.

Anticipated Procurement Pathway

This service is intended to be cancelled from February 2027.

4F Communities to the West of Huntingdon

Initial proposals to introduce a new service between Huntingdon and Bedford to partially replace the current 400 and 401 services are to be reviewed in more detail at a later date, following further engagement with communities. As a result, it is proposed that the 400 and 401 services remain in their current format until further notice.

Overview of the Recommended Proposals:

Service by Service

Service 400 Huntingdon to Spaldwick & Service 401 Huntingdon to Leighton Bromswold

Current Contract Details

Annual Contract Cost:	£134,536
Approx. Annual Revenue:	£9,111
Cost per passenger:	£14.27
Current Operator:	Dews Coaches
Current Contract Expiry:	26 th September 2027

Proposed Changes

Following feedback, there will be no current changes to the 400 or 401 services. However, further engagement will take place to provide more strategic and usable services which continue to serve and enhance the offering for the communities to the west of Huntingdon, either side of the A14.

Future Proposals

Further work will take place alongside England's Economic Heartland, Bedford Borough Council, Northamptonshire County Council, Grafham Water, local community groups, local representatives, Dews Coaches, Stagecoach East and Stagecoach Midlands to ascertain possible pathways forward to improve services to communities to the west of Huntingdon.

- Service between Huntingdon and Bedford via Kimbolton
- Service between Huntingdon and Kettering
- Service between Huntingdon and villages to the North West of Huntingdon including The Giddings

To achieve this, we would look to extend the Bedford Borough Council service 28 from Kimbolton to Huntingdon via Grafham and Ellington to offer new improved links between Bedford and Huntingdon. This is aimed to improve connectivity and opportunity for the villages in both Huntingdonshire and Bedford Borough and subsequently increase usage. The frequency of services to Huntingdon from Tillbrook, Kimbolton, Stonely, Great Staughton, Perry, Grafham and Ellington would be increased to a consistent 2 hourly frequency with improved connectivity also provided to Hinchingsbrooke Hospital.

We would also engage on the potential provision of a peak time service to operate from Kettering to Huntingdon via villages including Spaldwick and Easton, along with an off peak shopper service covering the villages currently served by the 401 route serving Woolley, Barham, Buckworth, Alconbury Weston, Upton, Hamerton, Stepple Gidding, Little Gidding, Great Gidding, Winwick, Old Weston, Leighton Bromswold, Spaldwick, Easton and Brampton.



4G Cambridge & South Cambridgeshire

Changes in Cambridge and South Cambridgeshire are designed to reapportion current spend and capitalise on Section 106 funding opportunities to deliver new services which benefit more people within the area as well as subsequently delivering better value for money for the Combined Authority.

Overview of the Recommended Proposals:

Benefits

- Improvement to punctuality for Service T4
- New evening and Sunday service between Cambridge and Royston via Addenbrookes Hospital
- Enhanced Service levels on Route 114 between Cambridge and Addenbrookes Hospital
- Direct link to Cambridge on new service 27H with introduction of Saturday service for Hinxton, Whittlesford, Heathfield & Thriplow
- Improved service levels for Harston and Hauxton
- Enhancement to service frequency on Service 26 between Cambridge and Royston with faster direct links from The Mordens to Cambridge.
- Improved, more frequent link from Eddington to Cambridge North Rail Station
- Reduced overlap between commercial and tendered bus services

Trade Offs

- Services to Whaddon, Meldreth & Foxton no longer directly served by fixed line bus routes – Tiger on Demand is available within these communities along with the rail service at Meldreth and Foxton.
- Loss of direct bus link from Grantchester to Addenbrooke's Hospital

Service by Service

Service Tiger 2 Madingley Road Park & Ride to Newmarket Road Park & Ride & Tiger 3 Grantchester to Fulbourn

Current Contract Details

Annual Contract Cost:	£1,116,356
Approx. Annual Revenue:	£53,004.72 (Retained by CA)
Cost per passenger:	£18.71
Current Operator:	Stagecoach East
Current Contract Expiry:	28 th May 2028

Proposed Changes

Both of these urban bus services which for the vast majority of journeys still have an alternative bus service, are performing extremely poorly. The current services do not satisfy the social value or value for money metrics of Cambridgeshire and Peterborough Combined Authority. As a result, both services are now intended to be withdrawn in favour of funding more widely used services across the rest of the community.

Whilst the authority recognises that there will be disappointment from this withdrawal, services ultimately need to be affordable and sustainable for the Combined Authority to provide.

- Travel to Grantchester continues to be achievable using Whippet Service 18

- Travel to Fulbourn continues to be achievable using Stagecoach East Service 1
- Travel from Addenbrooke's Hospital to parts of Stapleford and Great Shelford continue to be possible using the new proposed 27 service
- Travel along Histon Road and to Impington continues to be possible using Stagecoach East Service 8 & 8A
- Travel to Milton & Milton Park & Ride continues to be possible using Stagecoach East Services PR5 & 2
- Travel along Ditton Lane and Horningsea Road continue to be provided by Central Connect Service 100

Cambridgeshire & Peterborough Combined Authority have been working with developers in West Cambridge to develop a new service which will be more sustainable to be introduced as soon as possible utilising new Section 106 funding. This will satisfy the provision of most links currently provided by the Tiger 2 service as well as offer new, more practical links that stakeholders have been asking for.

A new, practical, and usable service operating between Cambridge North Rail Station, Cambridge Science Park, Cambridge Regional College, Orchard Park, Darwin Green, Eddington, Madingley Road, Jesus Lane, Newmarket Road and Grafton Centre has been developed to improve links around Cambridge – offering a higher frequency, convenient link which serves several key destinations. An arc designed service offers the convenience desired through an orbital service while developing the sustainable links into the City Centre which are needed to allow the service to be sustainable for the long term.

Limitations are:

- The road through Darwin Green is unlikely to open for some time. This service won't be able to be delivered as effectively until buses have access through the full length of the estate via Franklin Gardens, Bearsden Avenue, Galton Road, Patagonia Road and Laurence Weaver Road.
- The biomedical campus is not served despite requests from stakeholders – however such provision would create significant further expense to deliver the service, and a significant number of services including the contracted Universal service already satisfies the provision of this link from Eddington. Once services are franchised, Cambridgeshire & Peterborough Combined Authority will have greater control over what are currently commercial bus services – and be able to investigate options such as delivering cross city bus services.

Anticipated Procurement Pathway

Services are proposed to be withdrawn from August 2027. The new Section 106 funded route is aspired to be delivered from the same date through a new procurement.

Service Tiger 4 Addenbrooke's Hospital to Newmarket

Current Contracts

Annual Contract Cost: £691,020



Approx. Annual Revenue:	£ 149,647 (Retained by CA)
Cost per passenger:	£4.97
Current Operator:	Stagecoach East
Current Contract Expiry:	28 th May 2028

Proposed Changes

The timetable will be significantly revised to improve the reliability of this service. To achieve this, the route will be revised to operate to Manor Close in Little Wilbraham on every other journey rather than all journeys. The service will also operate along Queen Edith's Road in both directions to and from Addenbrooke's Hospital except at college times. These changes will ensure that the service can be dependable and reliable to users of the service.

Anticipated Procurement Pathway

Revision to the current contract.

Service Tiger 5 Cambridge to Soham

Current Contract Details

Annual Contract Cost:	£537,356
Approx. Annual Revenue:	£72,076 (Retained by CA)
Cost per passenger:	£8.33 (Based on Period 8 to 10 2025-26)
Current Operator:	A2B Bus & Coach
Current Contract Expiry:	28 th May 2028

Proposed Changes

Timetable changes will be made to improve the punctuality of the service. The service is also proposed to increase operating hours to provide an evening service. Timings to interwork with the replacement to Service 75 to allow efficient onward operation of these services.

Anticipated Procurement Pathway

Negotiation with existing operator of the service – with recognition there may be a need to reprocure due to the necessity to operate service 75 alongside service T5 to deliver punctuality improvements.

Service 7A Fowlmere to Trumpington Park & Ride

Current Contract Details

Annual Contract Cost:	£127,023.12
Approx. Annual Revenue:	£187.00 (Retained by CA)
Cost per passenger:	£9.77 (2024/25)
Current Operator:	A2B Bus & Coach
Current Contract Expiry:	15 th August 2027

Proposed Changes

The middle of the day shopper service would be replaced by the new 27H service which will offer a direct bus link to Addenbrooke's Hospital, Beehive Retail Park and Cambridge City Centre. The new 27H service will commence from Hinxton before travelling through Whittlesford, Heathfield, Thriplow, Newton, Harston, Hauxton, Little Shelford, Great Shelford, Stapleford and

Addenbrooke's Hospital towards Cambridge City Centre. This change will also deliver a new Saturday service from Hinxton, Whittlesford, Heathfield & Thriplow at leisure travel times.

The school time service between Hinxton and Sawston would continue to operate as per the current 7A timetable.

Anticipated Procurement Pathway

Reprocurement as part of the 27, 27A & 27H contract.

Service 17 Cambridge to Guilden Morden

Current Contract Details

Annual Contract Cost:	£155,456.48 + £94,479.40
Approx. Annual Revenue:	£1,243.23 + £12,555.73 (Retained by CA)
Cost per passenger:	£15.20 (Periods 7 to 13 2025-26)
Current Operator:	A2B Bus & Coach
Current Contract Expiry:	26 th September 2027 / 25 th June 2028

Proposed Changes

This service is proposed to be withdrawn with a replacement provided by the new 27, 27A & 27H services as well as changes to the current 26 service.

Anticipated Procurement Pathway

Current 17 contracts will be negotiated into the modified 26 service. New services 27, 27A & 27H will be subject to competitive procurement.

Service 26 Cambridge to Royston

Current Contract Details

Annual Contract Cost:	£66,880.00
Approx. Annual Revenue:	£0 (Retained by CA)
Cost per passenger:	£71.76 (2024-25) – Outdated figure
Current Operator:	A2B Bus & Coach
Current Contract Expiry:	De Minimis (to serve Fowlmere)

Proposed Changes

Modifications to this commercial service are proposed to be made to improve the overall service offer. Changes proposed to be made include:

- Amending the route to serve Newton rather than Foxton to get to Fowlmere – offering more consistent journey times which avoid the level crossing on the A10. *This may require further review when East West Rail works commence in the Newton area.*
- Increasing the frequency for a large part of the day to hourly – with all journeys serving Fowlmere
- Extending the service from Royston to Guilden Morden 2 hourly



Anticipated Procurement Pathway

Achieve changes through variation to the contracts on Service 17 and negotiation with the operator with their current de minimis arrangement.

Service 27/27A/27H Cambridge to Hauxton / Royston / Hinxton (And 7A)

Current Contract Details

This is a new service proposed to be operated in lieu of services 7A, 17, 114 & Tiger 3.

Proposed Changes

Brand new proposed services to replace and enhance the offer to users for travel currently made on the 7A (Off Peak), 17, 114 & Tiger 3 (between Addenbrooke's Hospital and The Shelfords) services.

The core 27 route provides the following:

- Two return journeys during Monday to Friday from Chesterton to Cambridge City Centre, Grafton Centre, Beehive Retail Park and Addenbrookes Hospital – replacing service 114
- An increase to provision between Cambridge City Centre and Addenbrooke's Hospital via the current 114 route: 9 return journeys during Monday to Friday and 5 return journeys during Saturdays – representing an increase in the number of journeys from 4 return journeys Monday to Saturday currently provided.
- An increase to provision between Harston, Hauxton, Little Shelford, Great Shelford and Addenbrooke's Hospital via the current 17 route and onward to Cambridge: 11 return journeys Monday to Friday, 7 return journeys on Saturdays, and 3 return journeys on Sundays - representing an increase in the number of journeys from 4 return journeys Monday to Saturday currently provided.
- Maintained provision of peak time journeys between Royston, Melbourn, Fowlmere and Addenbrooke's Hospital.
- Increased provision from one to two return trips per day Monday to Saturday from Thriplow to Addenbrooke's Hospital and Cambridge City Centre.

The new 27A service provides:

- New provision of an Evening and Sunday service between Royston, Melbourn, Fowlmere, Newton, Hauxton, Little Shelford, Great Shelford, Stapleford, Addenbrooke's Hospital and Cambridge City Centre.

The new 27H service provides:

- Improved provision from Hinxton, Whittlesford, Heathfield and Thriplow to Addenbrooke's Hospital and Cambridge with one return journey per day Monday to Saturday compared with a single Monday to Friday return journey to Trumpington Park & Ride.

This service would be procured as part of the same contract of the School 7A journey between Hinxton and Sawston.

Anticipated Procurement Pathway

Competitive Procurement process in August 2027.

Service 75 Cambridge to Wrestlingworth

Current Contract Details

Annual Contract Cost:	£121,138.00
Approx. Annual Revenue:	£15,910.92 (Retained by CA)
Cost per passenger:	£14.38 (2024-25) / £9.37 (2025-26)
Current Operator:	A2B Bus & Coach
Current Contract Expiry:	26 th September 2027

Proposed Changes

Service enhanced to deliver an hourly connection for Harlton, Haslingfield, Barrington & Orwell by making use of Section 106 development monies.

Journeys will circle around the villages to make most effective use of time and resource. They will operate the loop in each direction every 2 hours to maintain connections across villages.

Anticipated Procurement Pathway

Reprocure the service with the intention of it being able to interwork with other services.

Service 114 Chesterton to Addenbrooke's Hospital

Current Contract Details

Annual Contract Cost:	£62,748.00 + £18,955.04
Approx. Annual Revenue:	£1,828.45 (Retained by CA) / Retained by Star Cabs
Cost per passenger:	£5.84 (2024-25) / £17.97 (2025-26)
Current Operator:	A2B Bus & Coach / Star Cabs
Current Contract Expiry:	26 th September 2027 / Demin

Proposed Changes

This service is proposed to be replaced by the new 27 & 27H services which offer more journeys between Cambridge and Addenbrooke's Hospital. Number of return journeys between Chesterton and Addenbrooke's Hospital slightly reduced to two return journeys from three.

Anticipated Procurement Pathway

Service will be terminated from August 2027.



4H East Cambridgeshire

Changes to services in East Cambridgeshire are being proposed to simplify the network and improve frequencies of services to many of the communities south of Newmarket. The changes will provide a new two hourly link Monday to Friday between Newmarket Tesco and Haverhill connecting several East & South Cambridgeshire communities.

Overview of the Recommended Proposals:

Benefits

- Improved frequency of service to a regular 2 hourly service for many communities across South & East Cambridgeshire
- Improved shopper service offering for areas north of Newmarket such as Chippenham & Isleham who will now have an off peak service 4 days a week to both Newmarket and Cambridge
- Improved connectivity to Cambridge for Balsham & Teversham that would now have a direct off peak bus link 4 days a week

Trade Offs

- A small number of villages such as Kirtling & Kirtling Green will no longer be served by a fixed line bus service. The number of users on these services are very low.

Service by Service

Service 12 Newmarket to Ely, Service 47 Newmarket to Brinkley & 204 Newmarket to Isleham

Current Contract Details

Annual Contract Cost:	£76,086.36
Approx. Annual Revenue:	£5,436.96 (Retained by CA)
Cost per passenger:	£22.17
Current Operator:	Star Cabs
Current Contract Expiry:	15 th August 2027

Proposed Changes

Services will be withdrawn.

Alternative 112 journeys are available in place of Service 12.

Service 47 & 204 are replaced by the 119, 120 & 121 services.

Anticipated Procurement Pathway

Services will be withdrawn at the end of the contract period in August 2027.

Service 16A Cambridge to Great Thurlow

Current Contract Details

Annual Contract Cost:	£137,365.44
Approx. Annual Revenue:	£4,491.50 (Retained by CA)
Cost per passenger:	£37.05



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

PAUL BRISTOW
MAYOR OF
CAMBRIDGESHIRE
& PETERBOROUGH

Current Operator: A2B Bus & Coach
Current Contract Expiry: 15th August 2027

Proposed Changes

This service will be withdrawn and replaced by the new peak time service 120.

Anticipated Procurement Pathway

Service will be withdrawn at the end of the contract period in August 2027.

Service 18 Newmarket to Newmarket Road Park & Ride

Current Contracts

Annual Contract Cost: £12,859.08
Approx. Annual Revenue: £0 (Retained by CA)
Cost per passenger: £18.39 (2024-25) £10.43 (2025-26)
Current Operator: A2B Bus & Coach
Current Contract Expiry: 15th August 2027

Proposed Changes

This service is proposed to be withdrawn with a replacement provided by the new 121 service which offers a shopper service direct into Cambridge from Teversham on Tuesdays, Wednesdays, Fridays and Saturdays (rather than just Tuesdays).

Anticipated Procurement Pathway

This service is proposed to be withdrawn from the end of this contract.

Service 19 Haverhill to Burrough Green

Current Contract Details

Annual Contract Cost: £163,296.00
Approx. Annual Revenue: Retained by Stephenson's of Essex
Cost per passenger: £33.14
Current Operator: Stephenson's of Essex
Current Contract Expiry: 22nd December 2028

Proposed Changes

Service replaced by new service 119 which extends onward from Burrough Green to Newmarket.

Anticipated Procurement Pathway

New Service 119 will be subject to a competitive procurement along with Service 120.

Service 46A Newmarket to Haverhill

Current Contracts

Annual Contract Cost: £11,700.00
Approx. Annual Revenue: £0 (Retained by CA)
Cost per passenger: £9.65
Current Operator: Star Cabs
Current Contract Expiry: 27th May 2029



Proposed Changes

This service is replaced by the new 2 hourly Monday to Friday 119 service.

Anticipated Procurement Pathway

This service is proposed to be withdrawn from August 2027.

Service 203 Isleham to Newmarket

Current Contract Details

Annual Contract Cost:	£30,056.00
Approx. Annual Revenue:	£1,244.00 (Retained by CA)
Cost per passenger:	£15.29 (2025-26)
Current Operator:	Lords Travel
Current Contract Expiry:	26 th September 2027

Proposed Changes

Service replaced by new 121 service.

Anticipated Procurement Pathway

Service termination from August 2027. New procurement

Service 119 Newmarket to Haverhill / 120 Isleham to Addenbrooke's Hospital

Current Contract Details

New services

Proposed Changes

The introduction of the 119 and 120 services is proposed to replace services 16A, 19, 47, 204, 901, 902, 903 & 904. The two new routes will be contracted together, offering a more comprehensive service to the communities to the East of Cambridge in South Cambridgeshire.

Anticipated Procurement Pathway

New service procurement in August 2027.

Service 121 Isleham to Cambridge

Current Contract Details

New Service.

Proposed Changes

The introduction of the 121 service is proposed to replace service 18 and 203 over more days of the week compared to the current offering.

The 121 will provide a service designed for shopping in Newmarket or Cambridge for residents in Isleham, Chippenham, Snailwell, Sketchworth, Dullingham, Balsham and Teversham on Tuesdays, Wednesdays, Fridays and Saturdays.

This represents a significant improvement to the provision of service for those communities – and aligns with the Monday to Friday 120 service which provides a peak time service to Addenbrooke's Hospital where connections can be made for travel to Cambridge.

Anticipated Procurement Pathway

New service procurement in August 2027.

Service 901, 902, 903 & 904 Newmarket Circulars

Current Contract Details

Annual Contract Cost:	£92,092
Approx. Annual Revenue:	£2,610 (Retained by CA)
Cost per passenger:	£ 19.15(2025-26)
Current Operator:	Star Cabs
Current Contract Expiry:	26 th September 2027

Proposed Changes

Services are replaced by a simplified 119 and 121 service which offers more frequent links to areas such as Sketchworth and Ditton Green.

Anticipated Procurement Pathway

Service termination from August 2027. Replaced by new procurements.

4.1 Peterborough

Following the public consultation, there was strong support voiced for maintaining the bus service around Werrington. The 62 service will be retained in its current format. Cambridgeshire & Peterborough Combined Authority will continue to liaise with the commercial bus operators across the city, however more wholesale changes will be looked to be made after implementation of bus franchising, where the Combined Authority will have more flexibility to deliver changes to the bus network which gets to the best solution. As a result, current proposals taken forward are as below

Overview of the Recommended Proposals:

Benefits

- Retention of a Clockwise loop service provided by the 62 route in Werrington
- New Cross City link through the merging on the 60 and 61 bus services
- Additional journey opportunity from Ramsey to Peterborough using the 415 service to support long term sustainability of this service

Trade Offs

- To improve overall service performance, the last journey from Maxey towards Peterborough departing at 18:52 will no longer operate

Service by Service

Service 60, 61, 62, 63 "Peterborough Community Bus"

Current Contract Details

Annual Contract Cost:	£275,983 (Across 60, 61, 62 & 63)
Cost per passenger:	£3.57 (Across 60, 61, 62 & 63)
Current Operator:	Stagecoach East
Current Contract Expiry:	26 th September 2027

Proposed Changes

Following feedback from the community. There will only be minor changes to the timetable – withdrawing the 18:52 journey from Maxey to Peterborough on service 62, and making minor alterations to the timetable to the 60 and 61 service to allow these routes to operate as a through service to boost connectivity.

The services will be procured as two separate contracts – which is anticipated to be accessible to a wider cross-section of bidders to return better value for money to Cambridgeshire & Peterborough Combined Authority.

- One contract for the revised 61 service (Orton Northgate – Hampton – Stanground – Peterborough – Fengate – Newark)
- One contract for the 62 (Peterborough – Werrington – Maxey) & 63 (Peterborough – Keys Park)

Anticipated Procurement Pathway

Continued engagement with the incumbent operator Stagecoach East to establish what further modifications can be made to offer the current links alongside new links around Peterborough to grow passenger numbers.

Service 415 Upwood to Peterborough

Current Contracts

Annual Contract Cost:	£15,415
Cost per passenger:	£26.78
Current Operator:	Dews Coaches
Current Contract Expiry:	26 th September 2027

Proposed Changes

Extend the Wednesday only service to commence from Ramsey.

Anticipated Procurement Pathway

Modification within the current contract. Service due to expire in September 2027 regardless so will be reprocured as part of the August 2027 changes.



5. Future Procurements

Services will be procured in two stages – February 2027 and August 2027. This will allow for procurements and changes to contracts to be of a manageable size and scale. Contract terms are being revised by CPCA Officers to ensure greater accountability of operators to ensure high-quality delivery of bus services which users of the services rightfully expect. As well as this, all new contracted services are expected to be delivered with the “Tiger” brand which will continue to be built on as services across Cambridgeshire and Peterborough move into the Franchised model. In addition, all bus service numbers are being reviewed to ensure that any new services introduced now sit logically into our post-franchised bus network.

Changes proposed to be implemented in February 2027:

Fenland

- Significant Revisions to Service 56 & T7 to retain links more cost effectively whilst also improving the offering to communities through enhancements of core higher demand connections between March and Wisbech including earlier journeys, later journeys and improved weekend service. Maintenance of service to Manea and Christchurch with service accessing Manea Rail Station. Improved connectivity to Doddington Hospital.
- Further changes across the Dews Network may be made – primarily to service timetables – connectivity will remain possible throughout with timed connections where passengers may have to change bus in Chatteris.
- Timetable changes to the 46 & 50 in Wisbech to deliver improvements to connections for villages served

St Ives to Earith & Somersham

- Withdrawal of the T12 service & improvements to the 301 service frequency between St Ives, Earith & Somersham.

St Ives to St Neots

- Improvements to the 65 service through no longer serving Buckden, serving St Neots Rail Station, and extending the service onwards from The Offords to Godmanchester, The Hemingfords & St Ives to improve connectivity around Huntingdonshire, and provide a new service to Hemingford Abbots & Hemingford Grey.

Service 8 Cambridge to Hilton

- Service extended to St Ives and combined with the 69 service. Heavily revised timetable – Papworth Everard no longer served.

Service T4 Addenbrooke's Hospital to Newmarket

- Timetable changes to deliver punctuality improvements and rerouting in Cambridge City & Little Wilbraham.

Changes proposed to be implemented in August 2027:

South / East Cambridgeshire (Surrounding Haverhill & Newmarket)

- Simplification of the service offering with 12, 16A, 18, 19, 46A, 47, 203, 204, 901, 902, 903, 904 all replaced by new 119, 120 & 121 services offering a more comprehensive service to communities which are more accessible and easier to understand.

South Cambridgeshire (Towards Royston)



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

PAUL BRISTOW
MAYOR OF
CAMBRIDGESHIRE
& PETERBOROUGH

- Significant improvements to Service 26 to hourly via more reliable route omitting Foxton but retaining Fowlmere. Service extended beyond Royston to Guilden Morden approximately two hourly
- New 27, 27A & 27H services replace Services 7A (off peak), 17, 114, T3 (in part) – delivering new Evening & Sunday service to communities, maintaining links with Cambridge City and improving frequencies to more consistent hourly services. More communities benefit from a Saturday service with direct links to Cambridge & Addenbrooke's Hospital (key peak travel times)

Services 75 & T5

- Contracted together / negotiation with incumbent operator – enhancement to 75 service to link communities every hour to Cambridge. Reliability and coordination improvements to the T5 with new evening journeys

Cambridge Western Arc Service

- Replacement of service T2 with new route which better addresses demands of key stakeholders through formation of service from Cambridge North to Darwin Green, Eddington & Eastern part of Cambridge City Centre.

Peterborough

- Timetable changes to the 60, 61, 62 & 63 – with 60 & 61 merged together. No significant change to overall service levels.

T4: Addenbrooke's Hospital to Newmarket & T5 Cambridge to Soham

Monday to Saturday		T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T5	T5	T5	
Cambridge Drummer St Bus Station (Bay 8)		06:20				08:35		09:35		10:35		11:35		12:35		13:35		14:35		15:35		16:35		17:35		18:35		19:35	20:38	22:38
Fen Ditton, opp Cambridge Airport		06:34				08:49		09:49		10:49		11:49		12:49		13:49		14:49		15:49		16:49		17:49		18:49		19:49	20:52	22:52
Stow cum Quy Station Road (near)		06:42				08:57		09:57		10:57		11:57		12:57		13:57		14:57		15:57		16:57		17:57		18:57		19:57	21:00	23:00
Addenbrooke's Hospital Bus Station (Bay A)			06:45		07:45		08:45		09:45		10:45		11:45		12:45		13:45		14:45		15:58				17:25		18:25			
Cherry Hinton, Hill Road 6th Form College			-		-		-		-		-		-		-		-		-		-									
Fulbourn, opp Babraham Road			06:58		07:58		08:58		09:58		10:58		11:58		12:58		13:58		14:58		16:06				16:26		17:40			
Little Wilbraham, Manor Close			-		08:10		-		09:10		-		10:10		-		11:10		-		16:26				16:36		17:55			
Bottisham Bell Road (near)			07:12		08:16		09:12		10:16		11:12		12:16		13:12		14:16		15:12		16:42				18:01		19:01			
Lode Quy Road (near)			07:16		08:20		09:16		10:20		11:16		12:20		13:16		14:20		15:16		16:46				18:05		19:05			
Lode, opp Passage Close			07:20		-		09:20		-		11:20		-		13:20		-		15:20		16:50				18:09		19:09			
Swafttham Prior Vicarage Lane		06:51	07:26		08:26	09:06	09:26	10:06	10:26	11:06	11:26	12:06	12:26	13:06	13:26	14:06	14:26	15:06	15:26	16:06	16:56	17:06		18:06	18:15	19:06	19:15	20:06	21:09	23:09
Swafttham Prior, opp Cage Hill		06:53	07:28		08:28	09:08	09:28	10:08	10:28	11:08	11:28	12:08	12:28	13:08	13:28	14:08	14:28	15:08	15:28	16:08	16:58	17:08		18:08	18:17	19:08	19:17	20:08	21:11	23:11
Swafttham Prior Lower End (N-bound)			07:29		08:29		09:29		10:29		11:29		12:29		13:29		14:29		15:29		16:59				18:18		19:18			
Reach Ditchfield (near)			07:31		08:31		09:31		10:31		11:31		12:31		13:31		14:31		15:31		17:01				18:20		19:20			
Reach Great Lane (near)			07:33		08:33		09:33		10:33		11:33		12:33		13:33		14:33		15:33		17:03				18:22		19:22			
Burwell Mandeville (near)			07:38		08:38		09:38		10:38		11:38		12:38		13:38		14:38		15:38		17:08				18:27		19:27			
Burwell Hawthorn Way (near)			07:44		08:44		09:44		10:44		11:44		12:44		13:44		14:44		15:44		17:14				18:33		19:33			
Exning, opp St Martins Church			07:54		08:54		09:54		10:54		11:54		12:54		13:54		14:54		15:54		17:24				18:43		19:43			
Newmarket The Guineas Bus Station (Bay 1)			08:02		09:02		10:02		11:02		12:02		13:02		14:02		15:02		16:02		17:32				18:51		19:51			
Burwell, opp Newmarket Rd		07:02				09:17		10:17		11:17		12:17		13:17		14:17		15:17		16:17		17:17		18:17		19:17		20:17	21:20	23:20
Fordham, opp Murriffts Lane		07:09				09:24		10:24		11:24		12:24		13:24		14:24		15:24		16:24		17:24		18:24		19:24		20:24	21:27	23:27
Soham Railway Station (in)		07:19				09:34		10:34		11:34		12:34		13:34		14:34		15:34		16:34		17:34		18:34		19:34		20:34	21:37	23:37
Monday to Saturday		T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5	T4	T5		T5		
Soham Railway Station (in)		05:55	07:25		08:25		09:40		10:40		11:40		12:40		13:40		14:40		15:40		16:40		17:40		18:40		19:40		21:40	
Fordham Murriffts Lane (near)		06:06	07:36		08:36		09:51		10:51		11:51		12:51		13:51		14:51		15:51		16:51		17:51		18:51		19:51		21:51	
Newmarket The Guineas Bus Station (Bay 1)			07:00		08:10		09:20		10:20		11:20		12:20		13:20		14:20		15:20		16:20				17:50		18:00			
Burwell, opp Health Centre			07:13		08:23		09:33		10:33		11:33		12:33		13:33		14:33		15:33		16:33				18:03		19:13			
Burwell Newmarket Road (near)		06:14	07:15	07:44	08:30	08:44	09:40	09:59	10:40	10:59	11:40	11:59	12:40	12:59	13:40	13:59	14:40	14:59	15:40	15:59	16:40	16:59		17:59	18:10	18:59	19:20	19:59		
Burwell, opp Mandeville			07:22		08:32		09:42		10:42		11:42		12:42		13:42		14:42		15:42		16:42				18:12		19:22			
Reach, opp Great Lane			07:28		08:38		09:48		10:48		11:48		12:48		13:48		14:48		15:48		16:48				18:18		19:28			
Swafttham Prior Lower End (S-bound)			07:31		08:41		09:51		10:51		11:51		12:51		13:51		14:51		15:51		16:51				18:21		19:31			
Swafttham Prior Cage Hill (near)		06:22	07:33	07:52	08:43	08:52	09:53	10:07	10:53	11:07	11:53	12:07	12:53	13:07	13:53	14:07	14:53	15:07	15:53	16:07	16:53	17:07		18:07	18:23	19:07	19:33	20:07		22:07
Swafttham Prior Vicarage Lane		06:24	07:34	07:54	08:44	08:54	09:54	10:09	10:54	11:09	11:54	12:09	12:54	13:09	13:54	14:09	14:54	15:09	15:54	16:09	16:54	17:09		18:09	18:24	19:09	19:34	20:09		22:09
Lode, opp Passage Close			-		08:50		-		11:00		-		13:00		-		15:00		-		17:00					18:30		19:40		
Lode, opp Quy Road			07:40		08:53		10:00		11:03		12:00		13:03		14:00		15:03		16:00		17:03				18:30		19:43			
Bottisham, opp Bell Road			07:44		08:57		10:04		11:07		12:04		13:07		14:04		15:07		16:04		17:07				18:34		19:47			
Little Wilbraham, Manor Close			07:54		-		10:13		-		12:13		-		14:13		-		16:13		-				18:43		-			
Fulbourn Babraham Road (near)			08:04		09:09		10:23		11:23		12:23		13:23		14:23		15:23		16:23		17:23				18:53		20:03			
Cherry Hinton, Hill Road 6th Form College			08:19		-		-		-		-		-		-		-		-		-				-		-			
Addenbrooke's Hospital Bus Station (Bay A)			08:30		09:24		10:38		11:38		12:38		13:38		14:38		15:38		16:38		17:38				19:08		20:18			
Stow cum Quy, opp Station Road		06:31		08:01		09:01		10:16		11:16		12:16		13:16		14:16		15:16		16:16		17:16		18:16		19:16		20:16		22:16
Fen Ditton Cambridge Airport (near)		06:39		08:09		09:09		10:24		11:24		12:24		13:24		14:24		15:24		16:24		17:24		18:24		19:24		20:24		22:24
Cambridge Drummer St Bus Station (Bay 8)		06:52		08:22		09:22		10:37		11:37		12:37		13:37		14:37		15:37		16:37		17:37		18:37		19:37		20:37		22:37

7A: Hinxton to Sawston

Monday to Friday	7A
Hinxton, opp New Road	07:28
Hinxton, opp Church Green	07:28
Whittlesford, opp Station Road West	07:33
Whittlesford, opp Mill Lane	07:35
Whittlesford, opp Hill Farm	07:38
Heathfield, opp Garage	07:40
Duxford Pepperslade (near)	07:42
Duxford, opp Petersfield Road	07:47
Pampisford South Terrace (near)	08:01
Sawston, opp Park Road	08:02
Sawston, opp Babraham Road	08:07

Monday to Friday	7A
Sawston Babraham Road (near)	15:10
Sawston Park Road (near)	15:15
Pampisford, opp South Terrace	15:16
Duxford, opp Petersfield Road	15:30
Heathfield, opp Garage	15:36
Duxford Pepperslade (near)	15:37
Whittlesford Hill Farm (near)	15:39
Whittlesford Mill Lane (near)	15:42
Whittlesford Station Road West (near)	15:44
Hinxton, opp Church Green	15:50
Hinxton North End Road (o/s 23)	15:51

69 St Ives to Cambridge

Monday to Friday	69	69	69	69
Cambridge Drummer St Bus Station			13:40	16:30
Cambridge, opp Castle Street			13:45	16:35
Cambridge, o/s Cam Uni Vet School			13:48	16:38
Coton Silverdale Avenue (near)			13:53	16:43
Madingley Park Lane (near)			13:59	16:49
Dry Drayton High Street (near)			14:04	16:54
Bar Hill Superstore (near)	06:12	08:35	14:12	17:05
Boxworth, opp School Lane	06:20	08:43	14:20	17:15
Conington White Swan (near)		08:51	14:28	17:23
Knapwell All Saints Church (near)		08:58	14:35	17:30
Elsworth Brockley Road (near)	06:25	09:03	14:45	17:35
Hilton, opp Scotts Crescent	06:33	09:11	14:53	17:43
Fenstanton, opp Rookery Way	06:43			
St Ives Bus Station	06:55	09:21	15:03	

Monday to Friday	69	69	69	69
St Ives Bus Station	07:00	09:29	12:20	18:10
Fenstanton Rookery Way (near)				18:22
Hilton Scotts Crescent (near)	07:10	09:39	12:30	18:32
Elsworth, opp Brockley Road	07:16	09:45	12:36	18:40
Knapwell All Saints Church (near)	07:21	09:50	12:41	
Conington, opp White Swan	07:30	09:58	12:49	
Boxworth School Lane (near)	07:35	10:05	12:56	18:45
Bar Hill Superstore (near)	07:45	10:15	13:06	18:53
Dry Drayton High Street (near)		10:24		
Madingley, opp Park Lane		10:27		
Coton Silverdale Avenue (near)		10:35		
Coton, opp Cambridge Road		10:38		
Cambridge, opp Cam Uni Vet School		10:40		
Cambridge Castle Street (near)		10:43		
Cambridge Drummer St Bus Station		10:50	13:31	

26: Cambridge to Guilden Morden

Monday to Friday	26	27	26	26	27	26	26	26	26	26	26	26	27A	27A
Guilden Morden, Congregational Church	-	-	06:24	07:43	-	-	09:46	-	11:46	-	14:16	-	-	-
Steeple Morden, Craft Way	-	-	06:29	07:48	-	-	09:51	-	11:51	-	14:21	-	-	-
Litlington, Silver Street	-	-	06:34	07:53	-	-	09:56	-	11:56	-	14:26	-	-	-
Bassingbourn, Park View	-	-	-	07:58	-	-	10:01	-	12:01	-	14:31	-	-	-
Bassingbourn, South End	-	-	06:39	08:01	-	-	10:04	-	12:04	-	14:34	-	-	-
Whaddon, Cardiff Place	-	-	06:42	08:04	-	-	10:07	-	12:07	-	14:37	-	-	-
Kneesworth, The Red Lion	-	-	06:48	08:08	-	-	10:10	-	12:10	-	14:40	-	-	-
Royston Tesco	-	-	06:53	08:13	-	-	10:15	-	12:15	-	14:45	-	-	-
Royston Gateway	-	-	06:56	08:16	-	-	10:18	-	12:18	-	14:48	-	-	-
Royston, Railway Station	-	-	07:00	08:20	-	-	10:21	-	12:21	-	14:51	-	-	-
Royston Bus Stn	-	-	07:10	08:30	-	-	10:29	-	12:29	-	14:59	-	-	-
Royston Bus Stn	05:52	07:02	07:15	08:35	09:05	09:35	10:35	11:35	12:35	13:35	15:00	17:00	18:25	21:00
Melbourn, Back Lane	06:00	07:10	07:23	08:43	09:13	09:43	10:43	11:43	12:43	13:43	15:08	17:08	18:33	21:08
Melbourn, Science Park	06:03	07:13	07:26	08:46	09:16	09:46	10:46	11:46	12:46	13:46	15:11	17:11	18:36	21:11
Fowlmere, Long Lane	06:11	07:21	07:34	08:54	09:24	09:54	10:54	11:54	12:54	13:54	15:19	17:19	18:44	21:19
Newton, War Memorial	06:15	07:28	07:39	08:58	09:28	09:58	10:58	11:58	12:58	13:58	15:23	17:23	18:48	21:23
Harston High Meadow	06:21	07:34	07:45	09:04	09:34	10:04	11:04	12:04	13:04	14:04	15:29	17:29	18:54	21:29
Trumpington, Park & Ride Site	06:30	-	07:55	09:13	-	10:13	11:13	12:13	13:13	14:13	15:38	17:38	-	-
Trumpington, Nuffield Hospital	06:38	-	08:05	09:21	-	10:21	11:21	12:21	13:21	14:21	15:46	17:46	-	-
Addenbrooke's Hospital	-	08:00	-	-	10:00	-	-	-	-	-	-	-	19:20	21:55
Cambridge, Drummer St Bus Station	06:45	-	08:15	09:28	10:30	10:28	11:28	12:28	13:28	14:28	15:53	17:55	19:35	22:10

Monday to Friday	26	26	26	26	26	26	26	26	26	26	27	26	26	26	27A	27A
Cambridge Drummer Street	07:00	-	08:25	09:35	10:35	11:35	12:35	13:35	15:00	16:10	16:45	17:10	18:10	19:15	19:45	22:15
Addenbrooke's Hospital	-	-	-	-	-	-	-	-	-	17:15	-	-	-	-	20:00	22:30
Trumpington, Nuffield Hospital	07:06	-	08:31	09:41	10:41	11:41	12:41	13:41	15:06	16:20	-	17:20	18:16	19:21	-	-
Trumpington, Park & Ride Site	07:15	-	08:40	09:50	10:50	11:50	12:50	13:50	15:15	16:29	-	17:29	18:25	19:30	-	-
Harston High Meadow	07:23	-	08:48	09:58	10:58	11:58	12:58	13:58	15:23	16:37	17:40	17:37	18:33	19:38	20:25	22:55
Newton, War Memorial	07:28	-	08:53	10:03	11:03	12:03	13:03	14:03	15:28	16:42	17:45	17:42	18:38	19:43	20:30	23:00
Fowlmere, Long Lane	07:33	-	08:58	10:08	11:08	12:08	13:08	14:08	15:33	16:47	17:53	17:47	18:43	19:48	20:35	23:05
Melbourn, Science Park	07:40	-	09:05	10:15	11:15	12:15	13:15	14:15	15:40	16:54	18:02	17:54	18:50	19:55	20:44	23:14
Melbourn, Back Lane	07:44	-	09:09	10:19	11:19	12:19	13:19	14:19	15:44	16:58	18:06	17:58	18:54	19:59	20:48	23:18
Royston Bus Stn	07:53	-	09:18	10:28	11:28	12:28	13:28	14:28	15:53	17:07	18:13	18:07	19:03	-	20:55	23:25
Royston Bus Stn	07:55	09:10	-	10:31	-	12:31	-	14:31	-	17:10	-	-	-	-	-	-
Royston Rail Station	07:59	09:14	-	10:35	-	12:35	-	14:35	-	17:14	-	-	-	-	-	-
Royston Gateway	08:02	09:17	-	10:38	-	12:38	-	14:38	-	17:17	-	-	-	-	-	-
Royston, Tesco	-	09:22	-	10:43	-	12:43	-	14:43	-	17:22	-	-	-	-	-	-
Kneesworth, The Red Lion	-	09:24	-	10:45	-	12:45	-	14:45	-	17:24	-	-	-	-	-	-
Whaddon, Cardiff Place	-	-	-	10:48	-	12:48	-	14:48	-	17:27	-	-	-	-	-	-
Bassingbourn, South End	-	09:27	-	10:52	-	12:52	-	14:52	-	17:31	-	-	-	-	-	-
Bassingbourn, Park View	-	-	-	-	-	12:55	-	14:55	-	-	-	-	-	-	-	-
Litlington, Middle Street	-	09:32	-	11:00	-	13:00	-	15:00	-	17:36	-	-	-	-	-	-
Steeple Morden, Craft Way	-	09:36	-	11:04	-	13:04	-	15:04	-	17:40	-	-	-	-	-	-
Guilden Morden, Congregational Church	-	09:41	-	11:09	-	13:09	-	15:09	-	17:45	-	-	-	-	-	-

Saturday	26	26	27	26	26	26	26	26	26	27A	27A	
Guilden Morden, Congregational Church	-	07:13	-	-	09:46	-	11:46	-	14:16	16:16	-	
Steeple Morden, Craft Way	-	07:18	-	-	09:51	-	11:51	-	14:21	16:21	-	
Litlington, Silver Street	-	07:23	-	-	09:56	-	11:56	-	14:26	16:26	-	
Bassingbourn, Park View	-	07:28	-	-	10:01	-	12:01	-	14:31	16:31	-	
Bassingbourn, South End	-	07:31	-	-	10:04	-	12:04	-	14:34	16:34	-	
Whaddon, Cardiff Place	-	07:34	-	-	10:07	-	12:07	-	14:37	16:37	-	
Kneesworth, The Red Lion	-	07:38	-	-	10:10	-	12:10	-	14:40	16:40	-	
Royston Tesco	-	07:43	-	-	10:15	-	12:15	-	14:45	16:45	-	
Royston Gateway	-	07:46	-	-	10:18	-	12:18	-	14:48	16:48	-	
Royston, Railway Station	-	07:50	-	-	10:21	-	12:21	-	14:51	16:51	-	
Royston Bus Stn	-	08:00	-	-	10:29	-	12:29	-	14:59	16:59	-	
Royston Bus Stn	05:52	08:05	08:32	09:35	10:35	11:35	12:35	13:35	15:00	17:00	18:25	21:00
Melbourn, Back Lane	06:00	08:13	08:40	09:43	10:43	11:43	12:43	13:43	15:08	17:08	18:33	21:08
Melbourn, Science Park	06:03	08:16	08:43	09:46	10:46	11:46	12:46	13:46	15:11	17:11	18:36	21:11
Fowlmere, Long Lane	06:11	08:24	08:51	09:54	10:54	11:54	12:54	13:54	15:19	17:19	18:44	21:19
Newton, War Memorial	06:15	08:28	08:58	09:58	10:58	11:58	12:58	13:58	15:23	17:23	18:48	21:23
Harston High Meadow	06:21	08:34	09:04	10:04	11:04	12:04	13:04	14:04	15:29	17:29	18:54	21:29
Trumpington, Park & Ride Site	06:30	08:43	-	10:13	11:13	12:13	13:13	14:13	15:38	17:38	-	-
Trumpington, Nuffield Hospital	06:38	08:51	-	10:21	11:21	12:21	13:21	14:21	15:46	17:46	-	-
Addenbrooke's Hospital	-	-	09:30	-	-	-	-	-	-	-	19:20	21:55
Cambridge, Drummer St Bus Station	06:45	08:58	10:00	10:28	11:28	12:28	13:28	14:28	15:53	17:53	19:35	22:10

Saturday	26	26	26	26	26	26	26	26	27	26	26	27A	27A
Cambridge Drummer Street	08:15	09:35	10:35	11:35	12:35	13:35	15:00	16:10	16:45	17:45	19:15	19:45	22:15
Addenbrooke's Hospital	-	-	-	-	-	-	-	17:15	-	-	-	20:00	22:30
Trumpington, Nuffield Hospital	08:21	09:41	10:41	11:41	12:41	13:41	15:06	16:20	-	17:51	19:21	-	-
Trumpington, Park & Ride Site	08:30	09:50	10:50	11:50	12:50	13:50	15:15	16:29	-	18:00	19:30	-	-
Harston High Meadow	08:38	09:58	10:58	11:58	12:58	13:58	15:23	16:37	17:40	18:08	19:38	20:25	22:55
Newton, War Memorial	08:43	10:03	11:03	12:03	13:03	14:03	15:28	16:42	17:45	18:13	19:43	20:30	23:00
Fowlmere, Long Lane	08:48	10:08	11:08	12:08	13:08	14:08	15:33	16:47	17:53	18:18	19:48	20:35	23:05
Melbourn, Science Park	08:55	10:15	11:15	12:15	13:15	14:15	15:40	16:54	18:02	18:25	19:55	20:44	23:14
Melbourn, Back Lane	08:59	10:19	11:19	12:19	13:19	14:19	15:44	16:58	18:06	18:29	19:59	20:48	23:18
Royston Bus Stn	09:08	10:28	11:28	12:28	13:28	14:28	15:53	17:07	18:13	18:36	-	20:55	23:25
Royston Bus Stn	09:10	10:31	-	12:31	-	14:31	-	17:10	-	19:10	-	-	-
Royston Rail Station	09:14	10:35	-	12:35	-	14:35	-	17:14	-	19:14	-	-	-
Royston Gateway	09:17	10:38	-	12:38	-	14:38	-	17:17	-	19:17	-	-	-
Royston, Tesco	09:22	10:43	-	12:43	-	14:43	-	17:22	-	19:22	-	-	-
Kneesworth, The Red Lion	09:24	10:45	-	12:45	-	14:45	-	17:24	-	19:24	-	-	-
Whaddon, Cardiff Place	-	10:48	-	12:48	-	14:48	-	17:27	-	19:27	-	-	-
Bassingbourn, South End	09:27	10:52	-	12:52	-	14:52	-	17:31	-	19:31	-	-	-
Bassingbourn, Park View	-	10:55	-	12:55	-	14:55	-	17:34	-	19:34	-	-	-
Litlington, Middle Street	09:32	11:00	-	13:00	-	15:00	-	17:39	-	19:39	-	-	-
Steeple Morden, Craft Way	09:36	11:04	-	13:04	-	15:04	-	17:43	-	19:43	-	-	-
Guilden Morden, Congregational Church	09:41	11:09	-	13:09	-	15:09	-	17:48	-	19:48	-	-	-

Sunday	27A	27A	27A
Royston Bus Stn	08:35	11:35	15:35
Melbourn, Back Lane	08:43	11:43	15:43
Melbourn, Science Park	08:46	11:46	15:46
Fowlmere, Long Lane	08:54	11:54	15:54
Newton, War Memorial	08:58	11:58	15:58
Harston High Meadow	09:04	12:04	16:04
Hauxton, St Edmund's Way	09:08	12:08	16:08
Little Shelford High Street	09:13	12:13	16:13
Great Shelford, Granta Terrace	09:19	12:19	16:19
Stapleford, Recreational Ground	09:23	12:23	16:23
Addenbrooke's Hospital Bus Station	09:30	12:30	16:30
Cambridge, Drummer St Bus Station	09:45	12:45	16:45

Sunday	27A	27A	27A
Cambridge, Drummer St Bus Station	10:10	14:10	17:00
Addenbrooke's Hospital Bus Station	10:25	14:25	17:15
Stapleford, Recreational Ground	10:32	14:32	17:22
Great Shelford, Granta Terrace	10:36	14:36	17:26
Little Shelford High Street	10:42	14:42	17:32
Hauxton, St Edmund's Way	10:46	14:46	17:36
Harston High Meadow	10:50	14:50	17:40

27: Cambridge to Hauxton												
	1	2	3	1	2	1	2	1	2	1	1	
Monday to Friday	27	27	27H	27	27	27	27	27	27	27	27A	27A
Royston Bus Stn	07:02		09:05								18:25	21:00
Melbourn, Back Lane	07:10		09:13								18:33	21:08
Melbourn, Science Park	07:13		09:16								18:36	21:11
Fowlmere, Long Lane	07:21		09:24								18:44	21:19
Hinxton, New Road	-		09:37								-	-
Whittlesford, Station Road West	-		-	09:43							-	-
Whittlesford, Mill Lane	-		-	09:45							-	-
Heathfield, Garage	-		-	09:51							-	-
Thriplow, St Georges Church	07:25		-	09:55							-	-
Newton, War Memorial	07:28		09:28	09:58							18:48	21:23
Harston High Meadow	07:34		09:34	10:04							18:54	21:29
Harston, Queens Close	-	08:35	-	11:05	12:05	13:05	14:35	15:35	16:35	-	-	-
Hauxton, St Edmund's Way	07:38	08:38	09:38	10:08	11:08	12:08	13:08	14:38	15:38	16:38	18:58	21:33
Little Shelford High Street	07:43	08:43	09:43	10:13	11:13	12:13	13:13	14:43	15:43	16:43	19:03	21:38
Great Shelford, Granta Terrace	07:49	08:49	09:49	10:19	11:19	12:18	13:18	14:49	15:49	16:49	19:09	21:44
Stapleford, Recreational Ground	07:53	08:53	09:53	10:23	11:23	12:23	13:23	14:53	15:53	16:53	19:13	21:48
Addenbrooke's Hospital Bus Station	08:00	09:00	10:00	10:30	11:30	12:30	13:30	15:00	16:00	17:00	19:20	21:55
Cambridge, opp Mander Way	09:03	10:03	10:33	11:33		12:33	13:33	15:03	16:03	17:03	-	-
Cambridge, opp Radekund Road	09:07	10:07	10:37	11:37		12:37	13:37	15:07	16:07	17:07	-	-
Cambridge, opp Barnwell Road	09:13	10:13	10:43	11:43		12:43	13:43	15:13	16:13	17:13	-	-
Cambridge, o/s Beehive Retail Park	09:19	10:19	10:49	11:49		12:49	13:49	15:19	16:19	17:19	-	-
Cambridge Grafton Centre (Bay B)	09:24	10:24	10:54	11:54		12:54	13:54	15:24	16:24	17:24	-	-
Cambridge, Drummer St Bus Station	09:30	10:30	11:00	12:00		13:00	14:00	15:30	16:30	17:30	19:35	22:10
Cambridge, Drummer St Bus Station	09:35					13:05						
Chesterton, Water Lane	09:45					13:15						
Chesterton, Bourne Road	09:50					13:20						
	1	1	2	1	3	2	1	2	1	2	1	1
Monday to Friday	27	27	27	27	27H	27	27	27	27	27	27A	27A
Chesterton, Bourne Road	09:55				13:25							
Chesterton, Water Lane	10:00				13:30							
Cambridge, Drummer St Bus Station	10:10				13:40							
Cambridge, Drummer St Bus Station	10:15	11:15		12:15	13:15	13:45	14:45	15:45	16:45	17:45	19:45	22:15
Cambridge Grafton Centre (Bay B)	10:21	11:21		12:21	13:21	13:51	14:51	15:51	16:51	17:51	-	-
Cambridge, o/s Beehive Retail Park	10:26	11:26		12:26	13:26	13:56	14:56	15:56	16:56	17:56	-	-
Cambridge, opp Barnwell Road	10:32	11:32		12:32	13:32	14:02	15:02	16:02	17:02	18:02	-	-
Cambridge Radekund Road (near)	10:37	11:37		12:37	13:37	14:07	15:07	16:07	17:07	18:07	-	-
Cambridge Mander Way (near)	10:42	11:42		12:42	13:42	14:12	15:12	16:12	17:12	18:12	-	-
Addenbrooke's Hospital Bus Station	08:15	09:45	11:45	13:45	14:15	15:15	16:15	17:15	18:15	19:00	20:30	22:30
Stapleford, Recreational Ground	08:22	10:52	11:52	12:52	13:52	14:22	15:22	16:22	17:22	18:22	20:07	22:37
Great Shelford, Granta Terrace	08:26	10:56	11:56	12:56	13:56	14:26	15:26	16:26	17:26	18:26	20:11	22:41
Little Shelford High Street	08:32	11:02	12:02	13:02	14:02	14:32	15:32	16:32	17:32	18:32	20:17	22:47
Harston, Queens Close	08:35	11:05	12:05	13:05		14:35	15:35	16:35		18:35	-	-
Hauxton, St Edmund's Way					14:06			17:36		18:38	20:21	22:51
Little Shelford High Street									18:43	-	-	-
Harston High Meadow					14:10			17:40		20:25	22:55	
Newton, War Memorial					14:15			17:45		20:30	23:00	
Thriplow, St Georges Church					14:18			17:48				
Heathfield, Garage						14:21			-	-	-	-
Whittlesford, Mill Lane						14:27			-	-	-	-
Whittlesford, Station Road West							14:29		-	-	-	-
Hinxton, New Road								14:34	-	-	-	-
Hinxton, North End Road					14:36							
Fowlmere, Long Lane								17:53		20:35	23:05	
Melbourn, Science Park								18:02		20:44	23:14	
Melbourn, Back Lane								18:06		20:48	23:18	
Royston Bus Stn								18:13		20:55	23:25	
	1	2	1	2	2	2	2					
Saturday	27	27H	27	27	27	27A	27A					
Royston Bus Stn	08:32					18:25	21:00					
Melbourn, Back Lane	08:40					18:33	21:08					
Melbourn, Science Park	08:43					18:36	21:11					
Fowlmere, Long Lane	08:51					18:44	21:19					
Hinxton, New Road	-	09:37				-	-					
Whittlesford, Station Road West	-	09:43				-	-					
Whittlesford, Mill Lane	-	09:45				-	-					
Heathfield, Garage	-	09:51				-	-					
Thriplow, St Georges Church	08:55	09:55				-	-					
Newton, War Memorial	08:58	09:58				18:48	21:23					
Harston High Meadow	09:04	10:04				18:54	21:29					
Harston, Queens Close	-		11:05	12:05	15:05	-	-					
Hauxton, St Edmund's Way	09:08	10:08	11:08	12:08	15:08	18:58	21:33					
Little Shelford High Street	09:13	10:13	11:13	12:13	15:13	19:03	21:38					
Great Shelford, Granta Terrace	09:19	10:19	11:19	12:18	15:18	19:09	21:44					
Stapleford, Recreational Ground	09:23	10:23	11:23	12:23	15:23	19:13	21:48					
Addenbrooke's Hospital Bus Station	09:30	10:30	11:30	12:30	15:30	19:20	21:55					
Cambridge, opp Mander Way	09:33	10:33	11:33	12:33	15:33	-	-					
Cambridge, opp Radekund Road	09:37	10:37	11:37	12:37	15:37	-	-					
Cambridge, opp Barnwell Road	09:43	10:43	11:43	12:43	15:43	-	-					
Cambridge, o/s Beehive Retail Park	09:49	10:49	11:49	12:49	15:49	-	-					
Cambridge Grafton Centre (Bay B)	09:54	10:54	11:54	12:54	15:54	-	-					
Cambridge, Drummer St Bus Station	10:00	11:00	12:00	13:00	16:00	19:35	22:10					
	1	2	1	2	2	2	2					
Saturday	27	27	27H	27	27	27A	27A					
Cambridge, Drummer St Bus Station	10:15	11:15	13:15	14:15	16:45	19:45	22:15					
Cambridge Grafton Centre (Bay B)	10:21	11:21	13:21	14:21	16:51	-	-					
Cambridge, o/s Beehive Retail Park	10:26	11:26	13:26	14:26	16:56	-	-					
Cambridge, opp Barnwell Road	10:32	11:32	13:32	14:32	17:02	-	-					
Cambridge Radekund Road (near)	10:37	11:37	13:37	14:37	17:07	-	-					
Cambridge Mander Way (near)	10:42	11:42	13:42	14:42	17:12	-	-					
Addenbrooke's Hospital Bus Station	10:45	11:45	13:45	14:45	17:15	20:00	22:30					
Stapleford, Recreational Ground	10:52	11:52	13:52	14:52	17:22	20:07	22:37					
Great Shelford, Granta Terrace	10:56	11:56	13:56	14:56	17:26	20:11	22:41					
Little Shelford High Street	11:02	12:02	-	15:02	17:32	20:17	22:47					
Harston, Queens Close	11:05	12:05	-	15:05	-	-	-					
Hauxton, St Edmund's Way				14:06		17:36	20:21	22:51				
Little Shelford High Street				-		-	-					
Harston High Meadow				14:10		17:40	20:25	22:55				
Newton, War Memorial				14:15		17:45	20:30	23:00				
Thriplow, St Georges Church				14:18		17:48	-	-				
Heathfield, Garage				14:21	-	-	-	-				
Whittlesford, Mill Lane				14:27	-	-	-	-				
Whittlesford, Station Road West				14:29	-	-	-	-				
Hinxton, New Road				14:34	-	-	-	-				
Hinxton, North End Road				14:36	-	-	-	-				
Fowlmere, Long Lane					17:53	20:35	23:05					
Melbourn, Science Park					18:02	20:44	23:14					
Melbourn, Back Lane					18:06	20:48	23:18					
Royston Bus Stn					18:13	20:55	23:25					
	1	1	1									
Sunday	27A	27A	27A									
Royston Bus Stn	08:35	11:35	15:35									
Melbourn, Back Lane	08:43	11:43	15:43									
Melbourn, Science Park	08:46	11:46	15:46									
Fowlmere, Long Lane	08:54	11:54	15:54									
Newton, War Memorial	08:58	11:58	15:58									
Harston High Meadow	09:04	12:04	16:04									
Hauxton, St Edmund's Way	09:08	12:08	16:08									
Little Shelford High Street	09:13	12:13	16:13									
Great Shelford, Granta Terrace	09:19	12:19	16:19									
Stapleford, Recreational Ground	09:23	12:23	16:23									
Addenbrooke's Hospital Bus Station	09:30	12:30	16:30									
Cambridge, Drummer St Bus Station	09:45	12:45	16:45									
	1	1	1									
Sunday	27A	27A	27A									
Cambridge, Drummer St Bus Station	10:10	14:10	17:00									
Addenbrooke's Hospital Bus Station	10:25	14:25	17:15									
Stapleford, Recreational Ground	10:32	14:32	17:22									
Great Shelford, Granta Terrace	10:36	14:36	17:26									
Little Shelford High Street	10:42	14:42	17:32									
Hauxton, St Edmund's Way	10:46	14:46										

30 St Ives to Somersham

Monday to Saturday	30	30C	30	30C	30C	30C	30C
St Ives Bus Station	...	7:33	...	11:03	13:33	15:33	17:33
Ramsey, New Road	6:32	...	9:02	...	...	...	...
Bury, Owls End	6:34	...	9:04	...	...	...	...
Warboys, Church Rd	6:40	...	9:10	...	...	...	...
Warboys, Madecroft	6:42	...	9:12	...	...	...	...
Pidley cum Fenton, Warboys Rd	6:47	...	9:17	...	...	...	...
Somersham, Loftsteads	6:54	7:54	9:24	11:24	13:54	15:54	17:54
Somersham, opp Colne Road	6:58	7:58	9:28	11:28	13:58	15:58	17:58
Colne, East Street	7:02	8:02	9:32	11:32	14:02	16:02	18:02
Earith, Greenfields	7:05	8:05	9:35	11:35	14:05	16:05	18:05
Earith, Marina	7:09	8:09	9:39	11:39	14:09	16:09	18:09
Bluntisham, High Street	7:12	8:12	9:42	11:42	14:12	16:12	18:12
Needingworth, Church Street	7:18	8:18	9:48	11:48	14:18	16:18	18:18
St Ives Bus Station	7:26	8:26	9:56	11:56	14:26	16:26	18:26

Monday to Saturday	30A	30	30A	30A	30
St Ives Bus Station	10:03	12:03	14:33	16:33	18:33
Needingworth, Church Street	10:13	12:13	14:43	16:43	18:43
Bluntisham, High Street	10:19	12:19	14:49	16:49	18:49
Earith, Marina	10:22	12:22	14:52	16:52	18:52
Earith, Greenfields	10:25	12:25	14:55	16:55	18:55
Colne, East Street	10:28	12:28	14:58	16:58	18:58
Somersham, opp Colne Road	10:31	12:31	15:01	17:01	19:01
Somersham, Loftsteads	10:35	12:35	15:05	17:05	19:05
Pidley cum Fenton, Warboys Rd	...	12:43	...	...	19:13
Warboys, Madecroft	...	12:50	...	...	19:20
Warboys, Church Rd	...	12:51	...	...	19:21
Bury, Owls End	...	12:55	...	...	19:25
Ramsey, New Road	...	13:01	...	...	19:31
St Ives Bus Station	10:56	...	15:26	17:26	...

56 Chatteris to Wisbech via March

Monday to Friday

Chatteris East Park Street	06:00	07:10	08:40	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:40	17:40	18:40	20:40	21:35
Chatteris Fenland Way (near)	06:03	07:13	08:43	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:43	20:43	21:38
Doddington, Community Hospital	06:12	07:22	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:52	18:52	20:52	21:47
Doddington, opp Ingles Lane	06:15	07:25	08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55	16:55	17:55	18:55	20:55	21:50
Wimblington, opp Addison Road	06:18	07:28	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58	18:58	20:58	21:53
Town End, opp Neale Wade College	06:22	07:32	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:02	19:02	21:02	21:57
March Grays Lane	06:26	07:36	09:06	10:06	11:06	12:06	13:06	14:06	15:06	16:06	17:06	18:06	19:06	21:06	22:01
March Grays Lane	06:30	07:40	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10	18:10	19:10	21:10	22:05
March Railway Station (near)	06:34	07:44	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14	19:14	21:14	22:09
Coldham Station Road (near)	06:41	07:51	09:21	10:21	11:21	12:21	13:21	14:21	15:21	16:21	17:21	18:21	19:21	21:21	22:16
Friday Bridge, opp Well End	06:47	07:57	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	18:27	19:27	21:27	22:22
Elm Begdale Road (near)	06:51	08:01	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:31	18:31	19:31	21:31	22:26
Elm, opp B & Q	06:56	08:06	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:36	19:36	21:36	22:31
Wisbech Horse Fair Bus Station	07:02	08:12	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:42	17:42	18:42	19:42	21:42	22:37

Monday to Friday

Wisbech Horse Fair Bus Station	07:10	08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20	19:20	20:20	21:55	
Emneth, adj B & Q	07:15	08:25	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25	19:25	20:25	22:00	
Elm, opp Begdale Road	07:20	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30	20:30	22:05	
Friday Bridge Well End (near)	07:24	08:34	09:34	10:34	11:34	12:34	13:34	14:34	15:34	16:34	17:34	18:34	19:34	20:34	22:09	
Coldham, opp Station Road	07:30	08:40	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:40	17:40	18:40	19:40	20:40	22:15	
March, opp Railway Station	07:37	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	18:47	19:47	20:47	22:22	
March Station Road	07:45	08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55	16:55	17:55	18:55	19:55	20:55	22:30	
March Station Road	06:49	07:49	08:59	09:59	10:59	11:59	12:59	13:59	14:59	15:59	16:59	17:59	18:59	19:59	20:59	22:34
Town End Neale Wade College (near)	06:53	07:53	09:03	10:03	11:03	12:03	13:03	14:03	15:03	16:03	17:03	18:03	19:03	20:03	21:03	22:38
Wimblington Addison Road (near)	06:57	07:57	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:07	17:07	18:07	19:07	20:07	21:07	22:42
Doddington Ingles Lane (near)	07:00	08:00	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10	18:10	19:10	20:10	21:10	22:45
Doddington, Community Hospital	07:03	08:03	09:13	10:13	11:13	12:13	13:13	14:13	15:13	16:13	17:13	18:13	19:13	20:13	21:13	22:48
Chatteris, opp Fenland Way	07:12	08:12	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:22	19:22	20:22	21:22	22:57
Chatteris East Park Street	07:15	08:15	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25	19:25	20:25	21:25	23:00

Note:

00:00 Optional Extra

Saturday

Chatteris East Park Street	07:10	08:40	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:40	17:40	18:40	20:40	21:35
Chatteris Fenland Way (near)	07:13	08:43	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:43	20:43	21:38
Doddington, Community Hospital	07:22	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:52	18:52	20:52	21:47
Doddington, opp Ingles Lane	07:25	08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55	16:55	17:55	18:55	20:55	21:50
Wimblington, opp Addison Road	07:28	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58	18:58	20:58	21:53
Town End, opp Neale Wade College	07:32	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:02	19:02	21:02	21:57
March Grays Lane	07:36	09:06	10:06	11:06	12:06	13:06	14:06	15:06	16:06	17:06	18:06	19:06	21:06	22:01
March Grays Lane	07:40	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10	18:10	19:10	21:10	22:05
March Railway Station (near)	07:44	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14	19:14	21:14	22:09
Coldham Station Road (near)	07:51	09:21	10:21	11:21	12:21	13:21	14:21	15:21	16:21	17:21	18:21	19:21	21:21	22:16
Friday Bridge, opp Well End	07:57	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	18:27	19:27	21:27	22:22
Elm Begdale Road (near)	08:01	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:31	18:31	19:31	21:31	22:26
Elm, opp B & Q	08:06	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:36	19:36	21:36	22:31
Wisbech Horse Fair Bus Station	08:12	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:42	17:42	18:42	19:42	21:42	22:37

Saturday

Wisbech Horse Fair Bus Station	08:20		10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20	19:20	20:20	21:55	
Emneth, adj B & Q	08:25		10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25	19:25	20:25	22:00	
Elm, opp Begdale Road	08:30		10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30	20:30	22:05	
Friday Bridge Well End (near)	08:34		10:34	11:34	12:34	13:34	14:34	15:34	16:34	17:34	18:34	19:34	20:34	22:09	
Coldham, opp Station Road	08:40		10:40	11:40	12:40	13:40	14:40	15:40	16:40	17:40	18:40	19:40	20:40	22:15	
March, opp Railway Station	08:47		10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	18:47	19:47	20:47	22:22	
March Station Road	08:55		10:55	11:55	12:55	13:55	14:55	15:55	16:55	17:55	18:55	19:55	20:55	22:30	
March Station Road	08:04	08:59	09:59	10:59	11:59	12:59	13:59	14:59	15:59	16:59	17:59	18:59	19:59	20:59	22:34
Town End Neale Wade College (near)	08:08	09:03	10:03	11:03	12:03	13:03	14:03	15:03	16:03	17:03	18:03	19:03	20:03	21:03	22:38
Wimblington Addison Road (near)	08:12	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:07	17:07	18:07	19:07	20:07	21:07	22:42
Doddington Ingles Lane (near)	08:15	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10	18:10	19:10	20:10	21:10	22:45
Doddington, Community Hospital	08:18	09:13	10:13	11:13	12:13	13:13	14:13	15:13	16:13	17:13	18:13	19:13	20:13	21:13	22:48
Chatteris, opp Fenland Way	08:27	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:22	19:22	20:22	21:22	22:57
Chatteris East Park Street	08:30	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25	19:25	20:25	21:25	23:00

Sunday

Chatteris East Park Street	08:40	11:40	14:40	17:40
Chatteris Fenland Way (near)	08:43	11:43	14:43	17:43
Doddington, Community Hospital	08:52	11:52	14:52	17:52
Doddington, opp Ingles Lane	08:55	11:55	14:55	17:55
Wimblington, opp Addison Road	08:58	11:58	14:58	17:58
Town End, opp Neale Wade College	09:02	12:02	15:02	18:02
March Grays Lane	09:06	12:06	15:06	18:06
March Grays Lane	09:10	12:10	15:10	18:10
March Railway Station (near)	09:14	12:14	15:14	18:14
Coldham Station Road (near)	09:21	12:21	15:21	18:21
Friday Bridge, opp Well End	09:27	12:27	15:27	18:27
Elm Begdale Road (near)	09:31	12:31	15:31	18:31
Elm, opp B & Q	09:36	12:36	15:36	18:36
Wisbech Horse Fair Bus Station	09:42	12:42	15:42	18:42

Sunday

Wisbech Horse Fair Bus Station	10:20	13:20	16:20	18:50
Emneth, adj B & Q	10:25	13:25	16:25	18:55
Elm, opp Begdale Road	10:30	13:30	16:30	19:00
Friday Bridge Well End (near)	10:34	13:34	16:34	19:04
Coldham, opp Station Road	10:40	13:40	16:40	19:10
March, opp Railway Station	10:47	13:47	16:47	19:17
March Station Road	10:55	13:55	16:55	19:25
March Station Road	10:59	13:59	16:59	19:29
Town End Neale Wade College (near)	11:03	14:03	17:03	19:33
Wimblington Addison Road (near)	11:07	14:07	17:07	19:37
Doddington Ingles Lane (near)	11:10	14:10	17:10	19:40
Doddington, Community Hospital	11:13	14:13	17:13	19:43
Chatteris, opp Fenland Way	11:22	14:22	17:22	19:52
Chatteris East Park Street	11:25	14:25	17:25	19:55

57 Chatteris to March

Monday to Friday

Chatteris, East Park Street	06:41	08:41	09:46	10:46	11:46	12:46	13:46	14:46	16:46	18:46
Manea, Fallow Corner Road	06:56	08:56	10:01	11:01	12:01	13:01	14:01	15:01	17:01	19:01
Manea, Rail Station	07:02	09:02	10:07	11:07	12:07	13:07	14:07	15:07	17:07	19:07
<i>Rail Service to Peterborough</i>	07:09	09:11	-	11:11	-	13:11	-	15:10	17:11	19:11
Christchurch, Crown Road	07:15	09:15	10:20	11:20	12:20	13:20	14:20	15:20	17:20	19:20
March, Upwell Rd / Silt Rd	07:30	09:30	10:35	11:35	12:35	13:35	14:35	15:35	17:35	19:35
March, Station Road	07:37	09:37	10:42	11:42	12:42	13:42	14:42	15:42	17:42	19:42

Note:

00:00 Optional Extra

Monday to Friday

March, Station Road	07:50	09:55	10:55	11:55	12:55	13:55	-	15:55	17:55	19:55
March, Upwell Rd / Silt Rd	07:56	10:01	11:01	12:01	13:01	14:01	-	16:01	18:01	20:01
Christchurch, Crown Road	08:05	10:10	11:10	12:10	13:10	14:10	-	16:10	18:10	20:10
<i>Rail Service from Peterborough</i>	08:17	10:19	-	12:19	-	14:19	-	16:19	18:19	20:19
Manea, Rail Station	08:20	10:25	11:25	12:25	13:25	14:25	-	16:25	18:25	20:25
Manea, Fallow Corner Road	08:25	10:30	11:30	12:30	13:30	14:30	-	16:30	18:30	20:30
Chatteris, East Park Street	08:40	10:45	11:45	12:45	13:45	14:45	-	16:45	18:45	20:45

Saturday

Chatteris, East Park Street	06:41	08:41	10:46	12:46	14:46	16:46	18:46
Manea, Fallow Corner Road	06:56	08:56	11:01	13:01	15:01	17:01	19:01
Manea, Rail Station	07:02	09:02	11:07	13:07	15:07	17:07	19:07
<i>Rail Service to Peterborough</i>	07:09	09:11	11:11	13:11	15:10	17:11	19:11
Christchurch, Crown Road	07:15	09:15	11:20	13:20	15:20	17:20	19:20
March, Upwell Rd / Silt Rd	07:30	09:30	11:35	13:35	15:35	17:35	19:35
March, Station Road	07:37	09:37	11:42	13:42	15:42	17:42	19:42

Saturday

March, Station Road	07:50	09:55	11:55	13:55	15:55	17:55	19:55
March, Upwell Rd / Silt Rd	07:56	10:01	12:01	14:01	16:01	18:01	20:01
Christchurch, Crown Road	08:05	10:10	12:10	14:10	16:10	18:10	20:10
<i>Rail Service from Peterborough</i>	08:17	10:19	12:19	14:19	16:19	18:19	20:19
Manea, Rail Station	08:20	10:25	12:25	14:25	16:25	18:25	20:25
Manea, Fallow Corner Road	08:25	10:30	12:30	14:30	16:30	18:30	20:30
Chatteris, East Park Street	08:40	10:45	12:45	14:45	16:45	18:45	20:45

61, 62 & 63 - Peterborough Services

Monday to Saturday	61	61	61	61	61	61	61	61	61	61	61	61
Newark, adj Sainsbury's	05:50	06:50	07:50	08:50	10:50	-	11:50	12:50	13:50	-	14:50	16:50
Eastern Industry, adj Vicarage Farm Road	05:54	06:54	07:54	08:54	10:54	-	11:54	12:54	13:54	-	14:54	16:54
Eastern Industry, adj Showcase Cinema	-	-	-	-	-	-	11:58	12:58	13:58	-	14:58	16:58
Fengate, opp First Drove	06:02	07:02	08:02	09:02	11:02	-	12:02	13:02	14:02	-	15:02	17:02
Peterborough Queensgate Bus Stn	06:15	07:15	08:15	09:15	11:15	-	12:15	13:15	14:15	-	15:15	17:15
Peterborough Queensgate Bus Stn	-	-	-	-	11:20	-	-	-	14:20	-	-	17:20
Stanground, adj Woolpack	-	-	-	-	11:31	-	-	-	14:31	-	-	17:31
Stanground, opp Lawson Avenue Shops	-	-	-	-	11:36	-	-	-	14:36	-	-	17:36
Stanground, adj Oakdale Avenue	-	-	-	-	11:42	-	-	-	14:42	-	-	17:42
Hampton Serpentine Green	-	-	-	-	11:52	12:22	-	-	14:52	15:22	-	17:52
Orton Malborne, opp The Eldern	-	-	-	-	11:56	12:26	-	-	14:56	15:26	-	17:56
Orton Northgate, opp Tresham Road	-	-	-	-	12:03	12:33	-	-	15:03	15:33	-	18:03

Monday to Saturday	61	61	61	61	61	61	61	61	61	61	61	61
Orton Northgate, adj Tresham Road	-	-	-	09:39	-	-	12:09	12:39	-	15:09	15:39	-
Orton Malborne, adj The Eldern	-	-	-	09:47	-	-	12:17	12:47	-	15:17	15:47	-
Hampton Serpentine Green	-	-	-	09:51	-	-	12:21	12:51	-	15:21	15:51	-
Stanground, nr Oakdale Avenue	-	-	-	09:58	-	-	-	12:58	-	-	15:58	-
Stanground, adj Lawson Avenue Shops	-	-	-	10:06	-	-	-	13:06	-	-	16:06	-
Stanground, opp Woolpack	-	-	-	10:10	-	-	-	13:10	-	-	16:10	-
Peterborough Queensgate Bus Stn	-	-	-	10:22	-	-	-	13:22	-	-	16:22	-
Peterborough Queensgate Bus Stn	06:30	07:30	08:30	10:30	11:30	12:30	-	13:30	14:30	-	16:30	18:30
Fengate, adj First Drove	06:35	07:35	08:35	10:35	11:35	12:35	-	13:35	14:35	-	16:35	18:35
Eastern Industry, adj Showcase Cinema	-	-	-	-	11:40	12:40	-	13:40	14:40	-	16:40	18:40
Eastern Industry, opp Vicarage Farm Road	06:44	07:44	08:44	10:44	11:44	12:44	-	13:44	14:44	-	16:44	18:44
Newark, adj Sainsbury's	06:48	07:48	08:48	10:48	11:48	12:48	-	13:48	14:48	-	16:48	18:48

Monday to Saturday	62	62	62	62
Peterborough Queensgate Bus Stn	08:28	11:48	14:48	17:48
New England, adj Herrick Close	08:39	11:59	14:59	17:59
Werrington, opp The Green	08:48	12:08	15:08	18:08
Werrington, opp Twelvetrees Avenue	08:53	12:13	15:13	18:13
Werrington Centre (Adj)	08:57	12:17	15:17	18:17
Newborough, opp The Bull	09:07	12:27	15:27	18:27
Peakirk, opp Rectory Lane	09:12	12:32	15:32	18:32
Glington, opp The Green	09:16	12:36	15:36	18:36
Etton, adj Bus Shelter	09:23	12:43	15:43	18:43
Maxey, adj Tuckers Nook	09:29	12:49	15:49	18:49

Monday to Saturday	62	62	62	62
Maxey, adj Tuckers Nook	07:10	09:32	12:52	15:52
Etton, adj Bus Shelter	07:16	09:38	12:58	15:58
Glington, adj The Green	07:20	09:42	13:02	16:02
Peakirk, adj Rectory Lane	07:24	09:46	13:06	16:06
Newborough, adj The Bull	07:29	09:51	13:11	16:11
Werrington, opp The Green	07:37	09:59	13:19	16:19
Werrington, opp Twelvetrees Avenue	07:43	10:05	13:25	16:25
Werrington Centre (Adj)	07:48	10:10	13:30	16:30
New England, opp Herrick Close	08:01	10:23	13:43	16:43
Peterborough Queensgate Bus Stn	08:15	10:35	13:55	16:55

Monday to Saturday	63	63	63
Peterborough Queensgate Bus Stn	11:00	14:00	17:00
Dogsthorpe, adj Eastern Avenue	11:12	14:12	17:12
Newark, adj Sainsbury's	11:17	14:17	17:17
Parnwell, adj Keys Park	11:20	14:20	17:20

Monday to Saturday	63	63	63
Parnwell, adj Keys Park	11:21	14:21	17:21
Newark, adj Sainsbury's	11:24	14:24	17:24
Dogsthorpe, opp Eastern Avenue	11:29	14:29	17:29
Peterborough Queensgate Bus Stn	11:40	14:40	17:40

65: St Ives to St Neots

Key: NS - Not Saturday

Monday to Saturday	NS					
St Ives Bus Station	06:35	09:20	11:20	13:20	-	18:20
Hemingford Grey, Pound Road	06:42	09:27	11:27	13:27	-	18:27
Hemingford Abbots, Church Lane	06:47	09:32	11:32	13:32	-	18:32
Godmanchester, Meadow Way	06:56	09:41	11:41	13:41	-	18:41
Offord Cluny, opp Station Lane	07:06	09:51	11:51	13:51	-	18:51
Offord Darcy Graveley Road (near)	07:08	09:53	11:53	13:53	-	18:53
Great Paxton Adam's Lane (near)	07:10	09:55	11:55	13:55	-	18:55
St Neots Rail Station	07:20	10:05	12:05	14:05	-	19:05
<i>Rail Service towards London</i>	<i>07:27</i>	<i>10:18</i>	<i>12:18</i>	<i>14:18</i>		<i>19:18</i>
St Neots Market Square (Stop C)	07:25	10:10	12:10	14:10	-	19:10

Monday to Saturday						
St Neots Market Square (Stop B)	-	10:22	12:22	14:22	17:22	19:22
<i>Rail Service arrive from London</i>		<i>10:12</i>	<i>12:12</i>	<i>14:12</i>	<i>17:12</i>	<i>19:12</i>
St Neots Rail Station	-	10:27	12:27	14:27	17:27	19:27
Great Paxton, opp Brookside	-	10:34	12:34	14:34	17:34	19:34
Great Paxton, opp Adam's Lane	-	10:35	12:35	14:35	17:35	19:35
Offord Darcy, opp Graveley Road	-	10:37	12:37	14:37	17:37	19:37
Offord Cluny Station Lane (near)	-	10:39	12:39	14:39	17:39	19:39
Godmanchester, Meadow Way	-	10:49	12:49	-	17:49	19:49
Hemingford Abbots, Church Lane	09:03	10:58	12:58	-	17:58	19:58
Hemingford Grey, Pound Road	09:08	11:03	13:03	-	18:03	20:03
St Ives Bus Station	09:15	11:10	13:10	-	18:10	20:10

75 Cambridge to Haslingfield & Barrington

Monday to Friday	75	75	75	75	75	75	75	75	75	75	75
Cambridge Drummer St Bus Station	-	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:00	17:40	18:50
Cambridge, Hills Road 6th Form College	-	-	-	-	-	-	-	-	16:12		
Cambridge, Long Road 6th Form College	-	-	-	-	-	-	-	-	16:22		
Grantchester, Burnt Close	-	-	-	-	-	-	-	-	16:42		
Newnham, Grange Road	-	09:33	10:33	11:33	12:33	13:33	14:33	15:33	-	17:49	18:59
Barton, Holben Close	-	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:46	17:54	19:04
Harlton, Hare & Hounds	-	-	10:44		12:44		14:44	-	16:52		19:10
Haslingfield, Barton Road	-	-	10:48		12:48		14:48	-	16:56		19:14
Haslingfield, School	-	-	10:51		12:51		14:51	-	16:59		19:17
Barrington, Glebe Rd	-	-	10:57		12:57		14:57	-	17:05		19:23
Barrington, Mill Lane	-	-	10:59		12:59		14:59	-	17:07		19:25
Orwell, Chequers Close	-	-	11:02		13:02		15:02	-	17:10		19:28
Orwell, Chequers Close	07:21	09:46	-	11:46	-	13:46	-	15:46	-	18:02	
Barrington, Mill Lane	07:24	09:49	-	11:49	-	13:49	-	15:49	-	18:05	
Barrington, Glebe Rd	07:26	09:51	-	11:51	-	13:51	-	15:51	-	18:07	
Haslingfield, School	07:33	09:57	-	11:57	-	13:57	-	15:57	-	18:13	
Haslingfield, Barton Road	07:36	10:00	-	12:00	-	14:00	-	16:00	-	18:16	
Harlton, Hare & Hounds	07:40	10:04	-	12:04	-	14:04	-	16:04	-	18:20	
Barton, Holben Close	07:56	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:18	18:26	
Newnham, Grange Road		10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:23	18:31	
Grantchester, Burnt Close	08:00	-	-	-	-	-	-	-	-	-	
Cambridge, Long Road 6th Form College	08:20	-	-	-	-	-	-	-	-	-	
Cambridge, Hills Road 6th Form College	08:30	-	-	-	-	-	-	-	-	-	
Cambridge Drummer St Bus Station	08:50	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:33	18:41	

119 Newmarket to Haverhill (inc 120 & 121)

Note	TWF							
Monday to Friday	119	120	119	119	121	119	119	119
Isteham, Kennedy Road		06:30			09:43			
Chippenham, Palace Lane		06:36			09:49			
Snailwell, Green		06:41			09:54			
Newmarket, Tesco	06:15	06:47	10:00	10:00	12:00	14:00	16:00	18:00
Newmarket, The Guineas Bus Station	06:20	06:52	10:05	10:05	12:05	14:05	16:05	18:05
Newmarket, The Guineas Bus Station	06:22	06:53	10:07	10:05	12:07	14:07	16:07	18:07
Newmarket, Railway Station	-	06:58	-	-	-	-	-	-
Cheveley, High Street	06:30	-	10:15	-	12:15	14:15	16:15	18:15
Broad Green, Coach Lane	06:36	-	10:21	-	12:21	14:21	16:21	18:21
Saxon Street, Holy Trinity Church	06:40	-	10:25	-	12:25	14:25	16:25	18:25
Ditton Green, West End	06:44	-	10:29	-	12:29	14:29	16:29	18:29
Sketchworth, Marquis of Granby PH	06:48	07:10	10:33	10:20	12:33	14:33	16:33	18:33
Dullingham, Recreation Ground	06:52	07:14	10:37	10:24	12:37	14:37	16:37	18:37
Burrough Green, Church Lane	06:56	07:18	10:41	-	12:41	14:41	16:41	18:41
Brinkley, Beechcroft	07:01	07:22	10:46	10:30	12:46	14:46	16:46	18:46
Weston Colville, Church End	07:06	-	10:51	-	12:51	14:51	16:51	18:51
West Wickham, White Horse PH	07:15	-	10:00	-	13:00	15:00	17:00	19:00
Balsham, West Wrating Road	07:21	07:30	11:06	10:38	13:06	15:06	17:06	19:06
Linton, Cemetery	07:27	-	09:12	11:12	-	13:12	15:12	17:12
Shudy Camps, Carter's Farm	07:36	-	09:21	11:21	-	13:21	15:21	17:21
Castle Camps, High Street	07:41	-	09:26	11:26	-	13:26	15:26	17:26
Haverhill Bus Station	07:54	-	09:39	11:39	-	13:39	15:39	17:39
Fulbourn, Six Bells		07:42		10:50				
Teversham, Sheppard Way		07:48		10:56				
Fen Ditton, Cambridge Airport		-		11:03				
Cambridge, Drummer Street Bus Station				11:16				
Addenbrooke's Hospital, Bus Station		08:03						

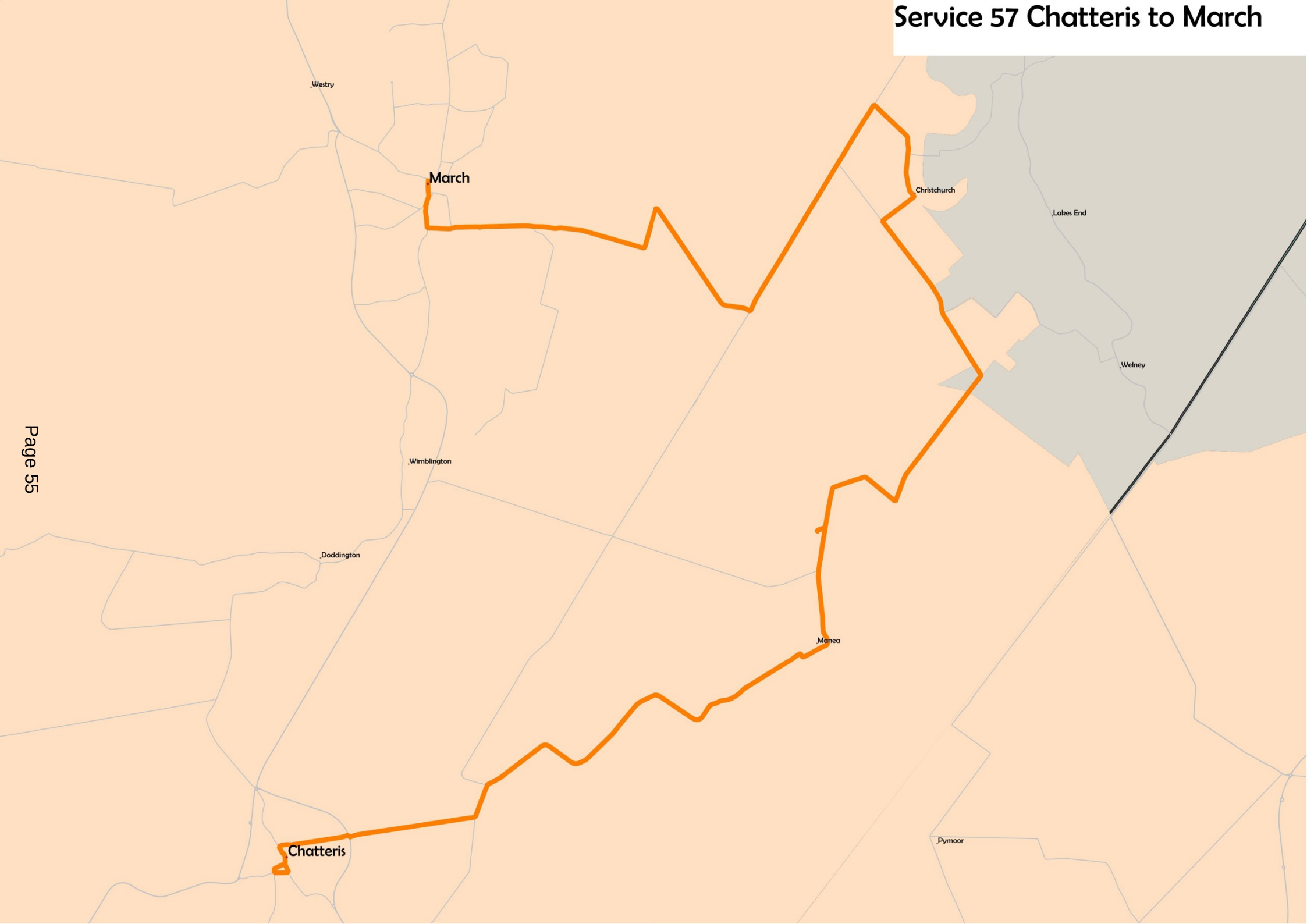
Key
TWF - Tuesdays, Wednesdays & Fridays only

Note	TWF							
Monday to Friday	119		119	119	121	119	119	120
Addenbrooke's Hospital, Bus Station								17:10
Cambridge, Drummer Street Bus Station					13:00			-
Fen Ditton, Cambridge Airport					13:14			-
Teversham, Sheppard Way					13:20			17:23
Fulbourn, Six Bells					13:27			17:30
Haverhill Bus Station	08:15		10:15	12:15	-	14:15	16:15	-
Castle Camps, High Street	08:28		10:28	12:28	-	14:28	16:28	-
Shudy Camps, Carter's Farm	08:33		10:33	12:33	-	14:33	16:33	-
Linton, Cemetery	08:42		10:42	12:42	-	14:42	16:42	-
Balsham, West Wrating Road	08:48		10:48	12:48	13:38	14:48	17:41	18:48
West Wickham, White Horse PH	08:54		10:54	12:54	-	14:54	-	18:54
Weston Colville, Church End	09:03		11:03	13:03	-	15:03	-	19:03
Brinkley, Beechcroft	09:08		11:08	13:08	13:49	15:08	17:52	19:08
Burrough Green, Church Lane	09:13		11:13	13:13	-	15:13	17:57	19:13
Dullingham, Recreation Ground	09:17		11:17	13:17	13:55	15:17	18:01	19:17
Sketchworth, Marquis of Granby PH	09:21		11:21	13:21	13:59	15:21	18:05	19:21
Ditton Green, West End	09:25		11:25	13:25	-	15:25	-	19:25
Saxon Street, Holy Trinity Church	09:29		11:29	13:29	-	15:29	-	19:29
Broad Green, Coach Lane	09:33		11:33	13:33	-	15:33	-	19:33
Cheveley, High Street	09:39		11:39	13:39	-	15:39	-	19:39
Newmarket, Railway Station	-		-	-	-	-	18:20	-
Newmarket, The Guineas Bus Station	09:47		11:47	13:47	14:14	15:47	18:25	19:47
Newmarket, The Guineas Bus Station	09:49		11:49	13:49	14:15	15:49	18:27	19:49
Newmarket, Tesco	09:56		11:56	13:56	14:22	15:56	18:34	19:56
Snailwell, Green					14:27		18:39	
Chippenham, Palace Lane					14:32		18:44	
Isteham, Kennedy Road					14:37		18:49	

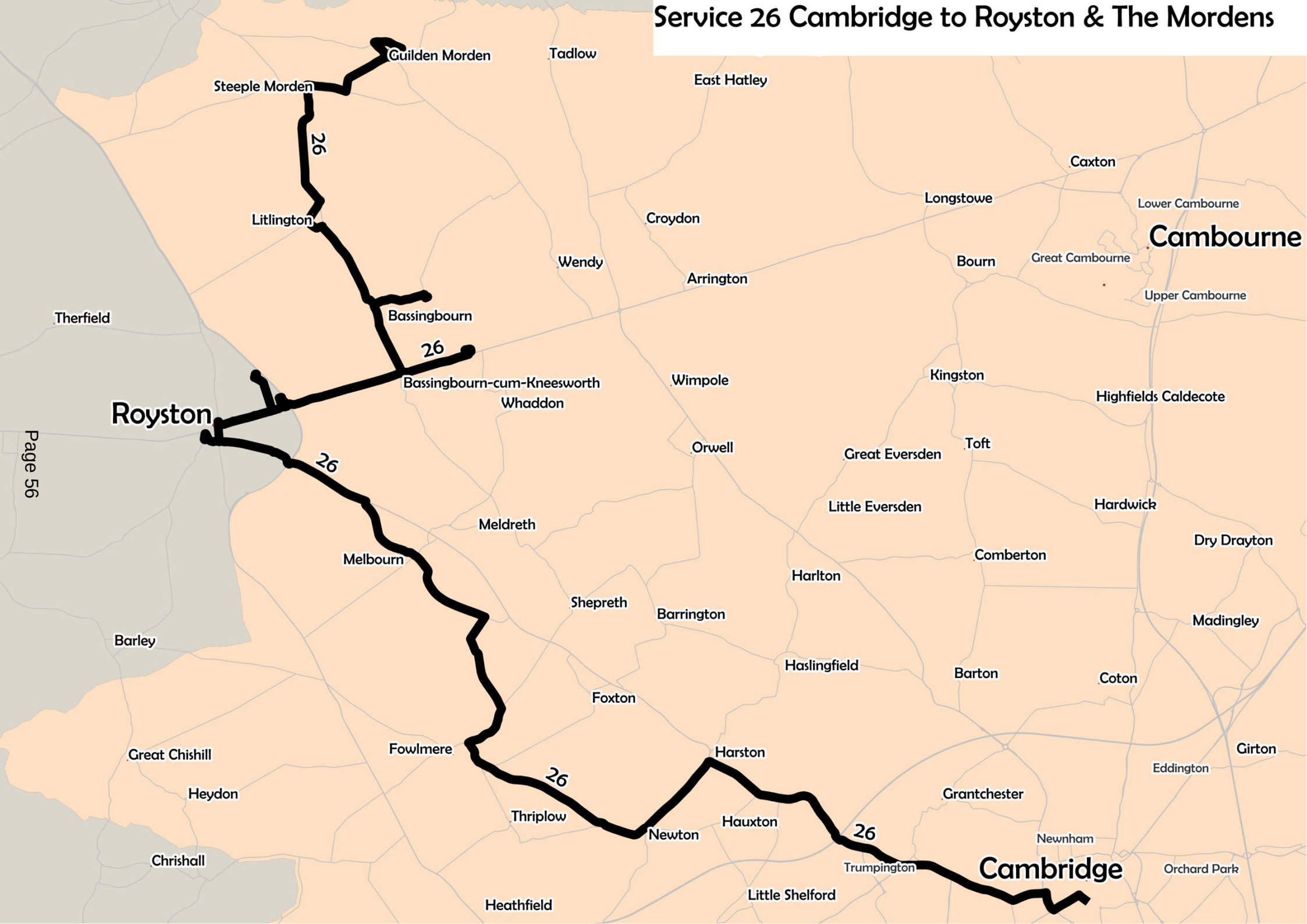
Saturday	121
Isteham, Kennedy Road	09:43
Chippenham, Palace Lane	09:49
Snailwell, Green	09:54
Newmarket, Tesco	10:00
Newmarket, The Guineas Bus Station	10:05
Newmarket, The Guineas Bus Station	10:05
Newmarket, Railway Station	-
Cheveley, High Street	-
Broad Green, Coach Lane	-
Saxon Street, Holy Trinity Church	-
Ditton Green, West End	-
Sketchworth, Marquis of Granby PH	10:20
Dullingham, Recreation Ground	10:24
Burrough Green, Church Lane	-
Brinkley, Beechcroft	10:30
Weston Colville, Church End	-
West Wickham, White Horse PH	-
Balsham, West Wrating Road	10:38
Linton, Cemetery	-
Shudy Camps, Carter's Farm	-
Castle Camps, High Street	-
Haverhill Bus Station	-
Fulbourn, Six Bells	10:50
Teversham, Sheppard Way	10:56
Fen Ditton, Cambridge Airport	11:03
Cambridge, Drummer Street Bus Station	11:16
Addenbrooke's Hospital, Bus Station	

Saturday	121
Addenbrooke's Hospital, Bus Station	
Cambridge, Drummer Street Bus Station	13:00
Fen Ditton, Cambridge Airport	13:14
Teversham, Sheppard Way	13:20
Fulbourn, Six Bells	13:27
Haverhill Bus Station	-
Castle Camps, High Street	-
Shudy Camps, Carter's Farm	-
Linton, Cemetery	-
Balsham, West Wrating Road	13:38
West Wickham, White Horse PH	-
Weston Colville, Church End	-
Brinkley, Beechcroft	13:49
Burrough Green, Church Lane	-
Dullingham, Recreation Ground	13:55
Sketchworth, Marquis of Granby PH	13:59
Ditton Green, West End	-
Saxon Street, Holy Trinity Church	-
Broad Green, Coach Lane	-
Cheveley, High Street	-
Newmarket, Railway Station	-
Newmarket, The Guineas Bus Station	14:14
Newmarket, The Guineas Bus Station	14:15
Newmarket, Tesco	14:22
Snailwell, Green	14:27
Chippenham, Palace Lane	14:32
Isteham, Kennedy Road	14:37

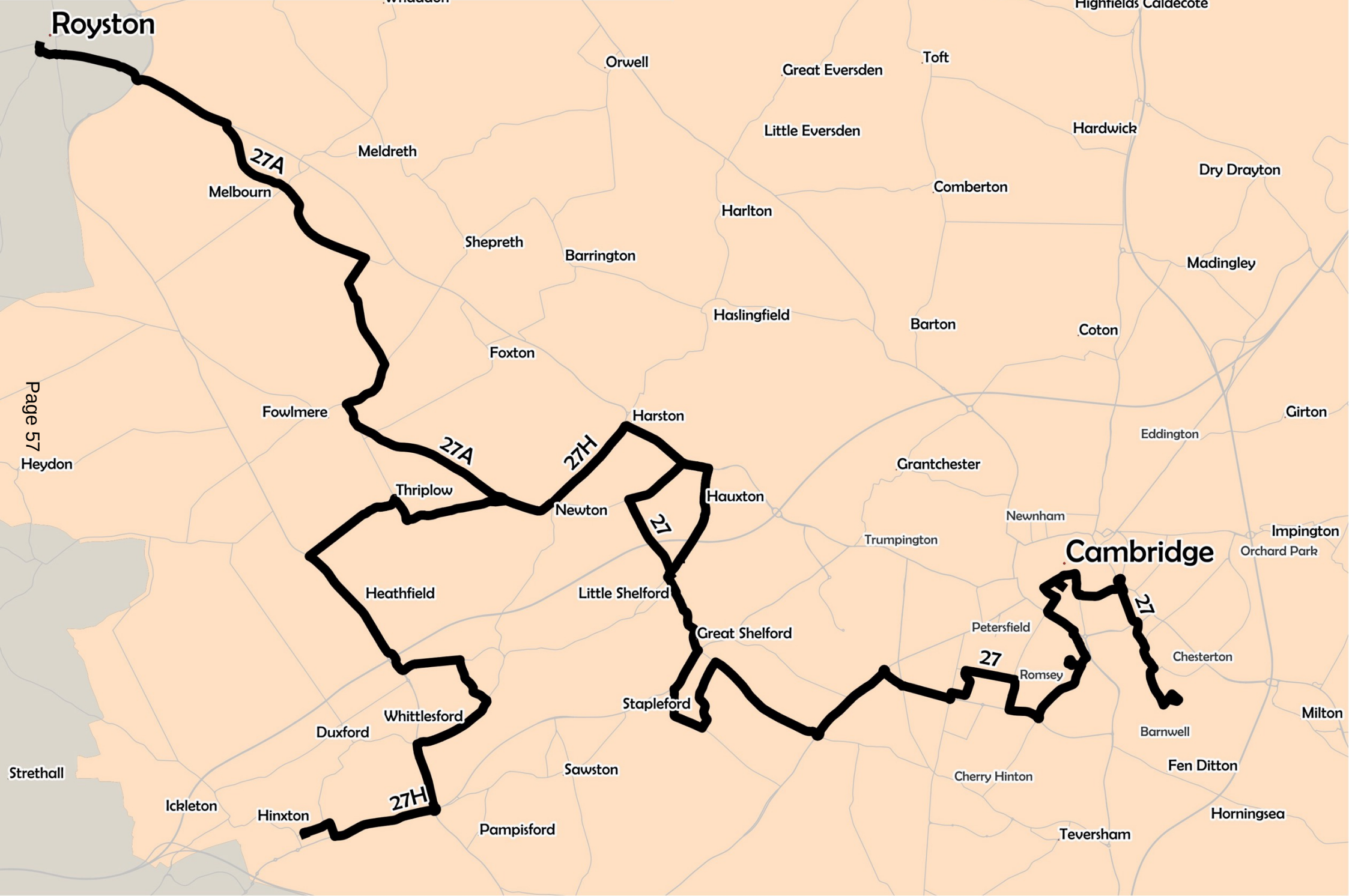
Service 57 Chatteris to March



Service 26 Cambridge to Royston & The Mordens

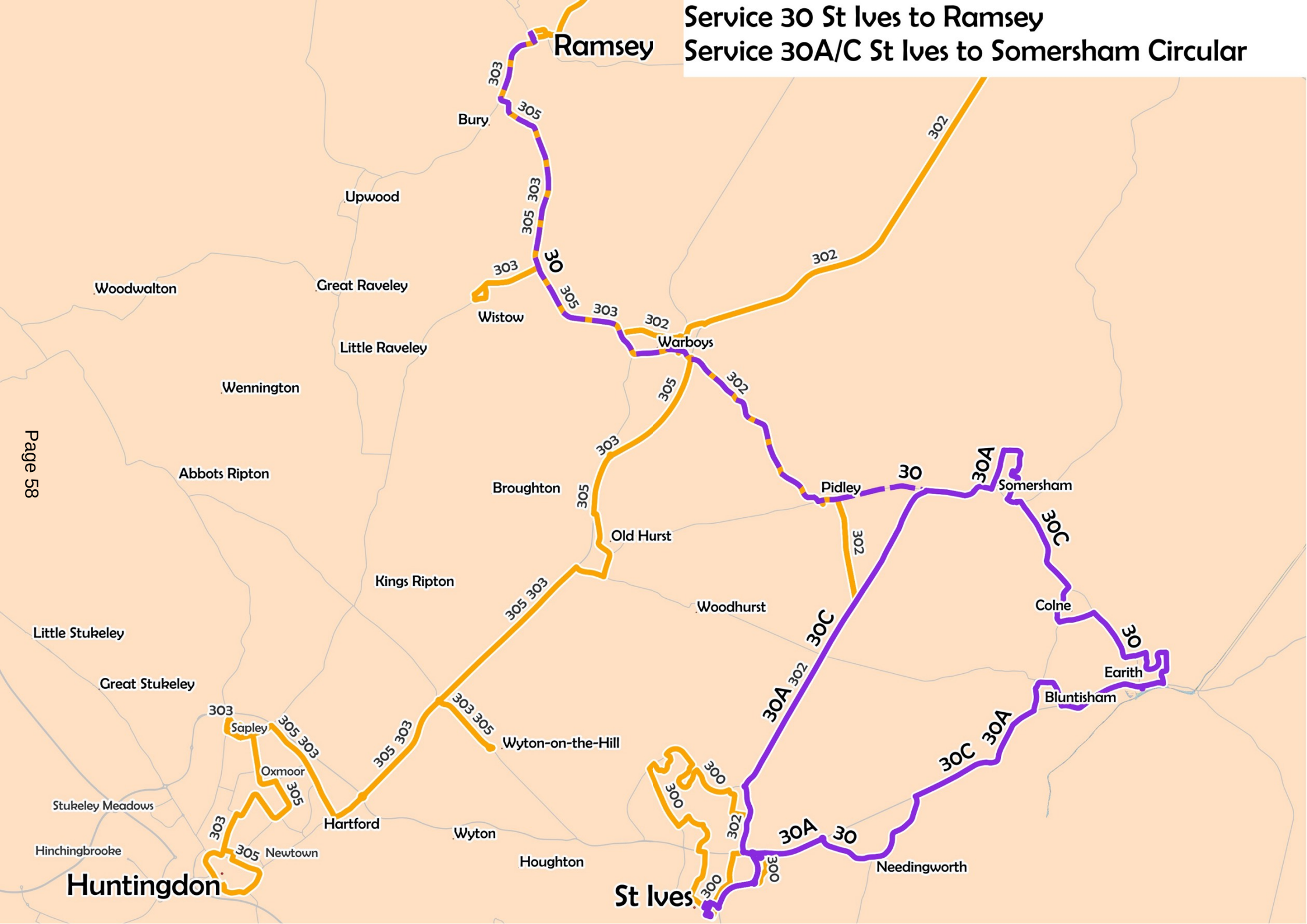


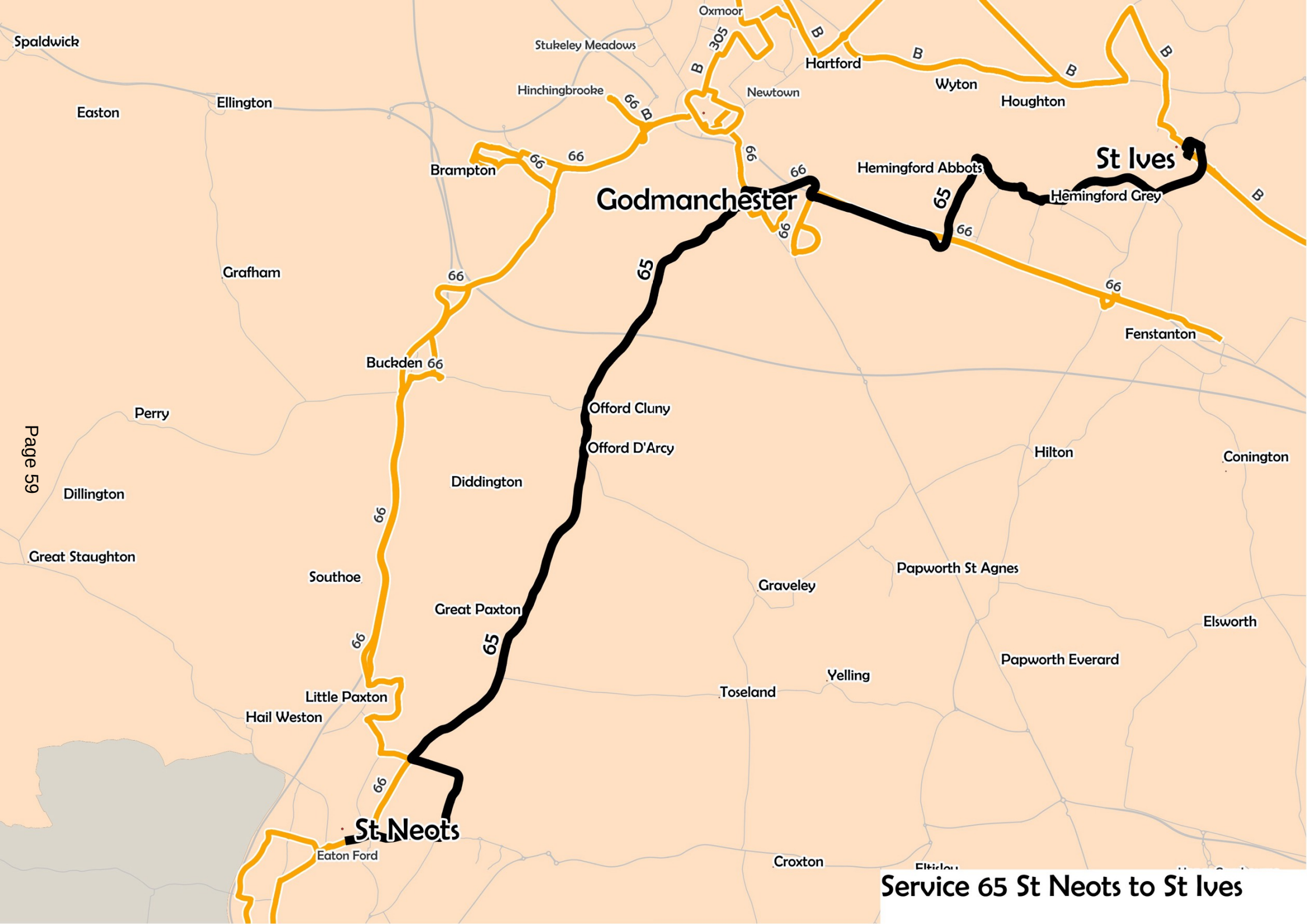
Service 27, 27A & 27H Cambridge to Hauxton



Service 30 St Ives to Ramsey

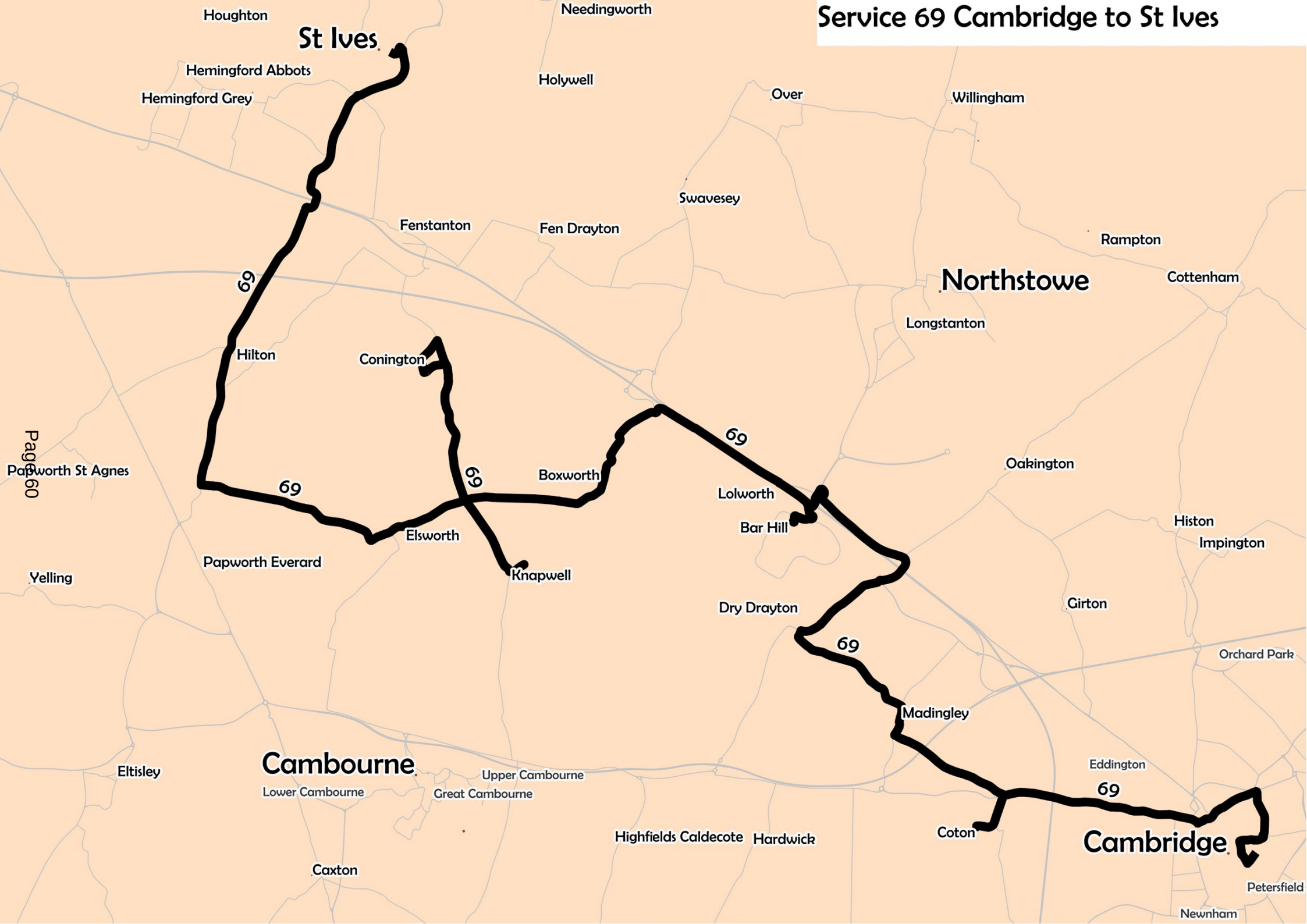
Service 30A/C St Ives to Somersham Circular



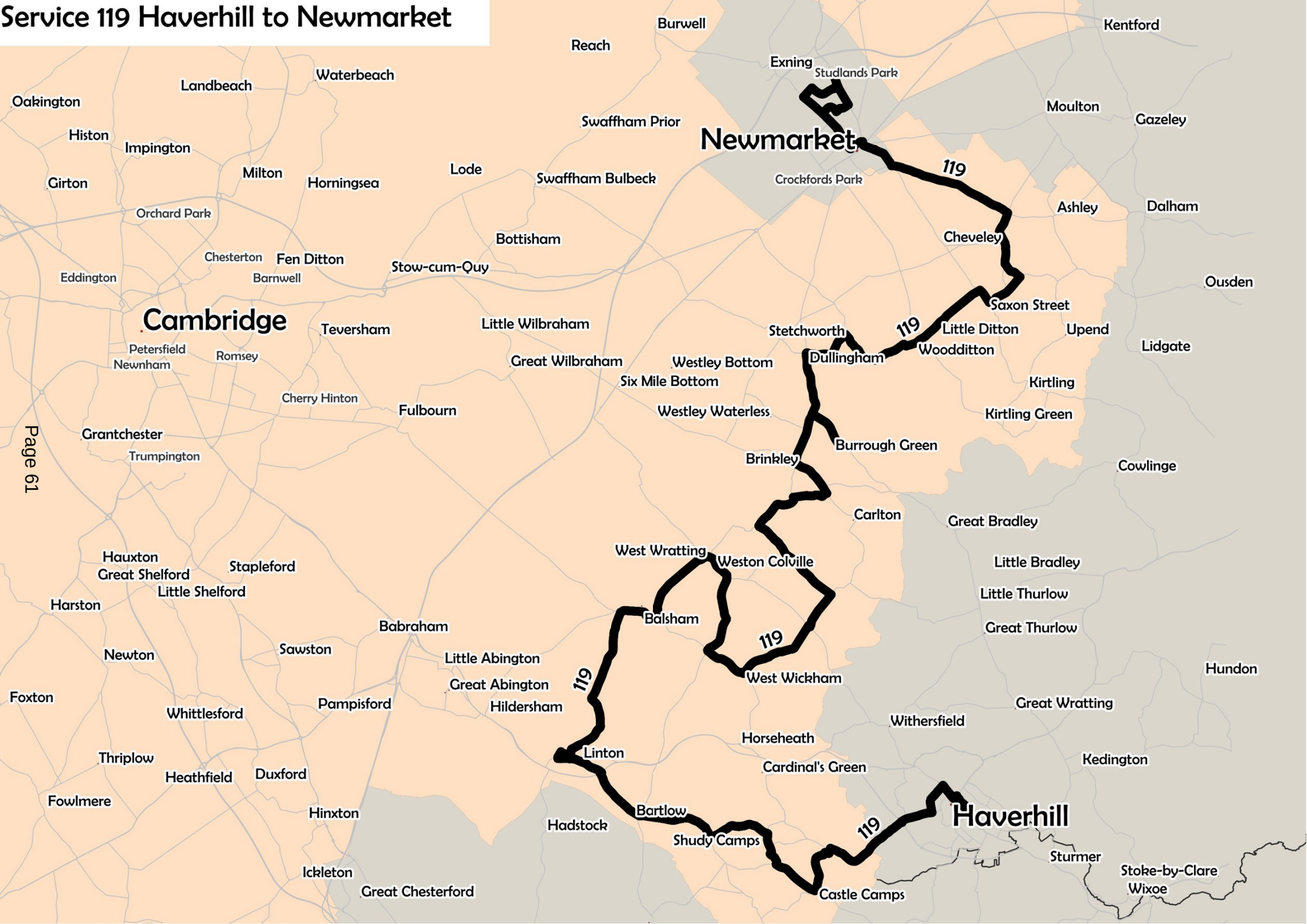


Service 65 St Neots to St Ives

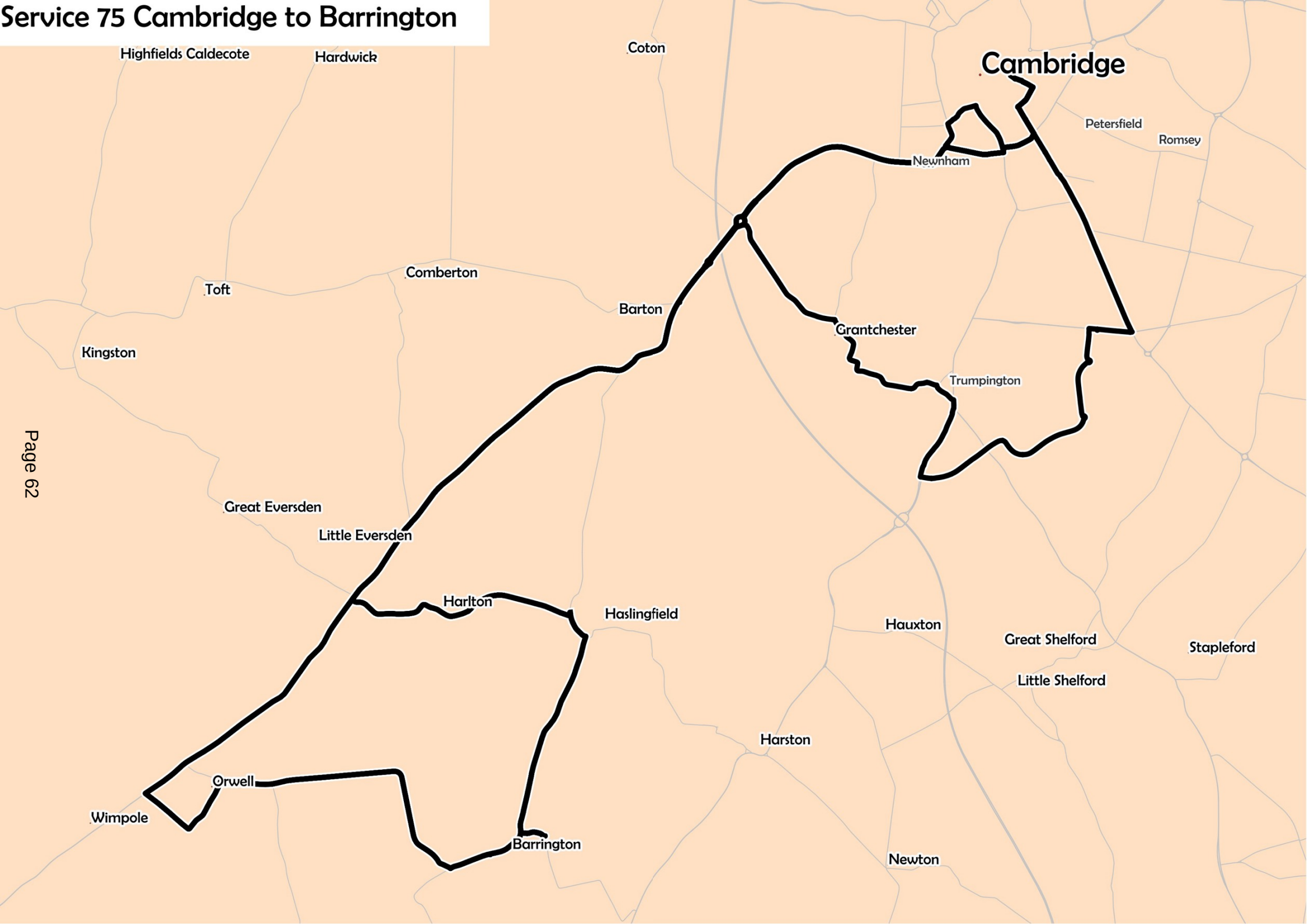
Service 69 Cambridge to St Ives



Service 119 Haverhill to Newmarket

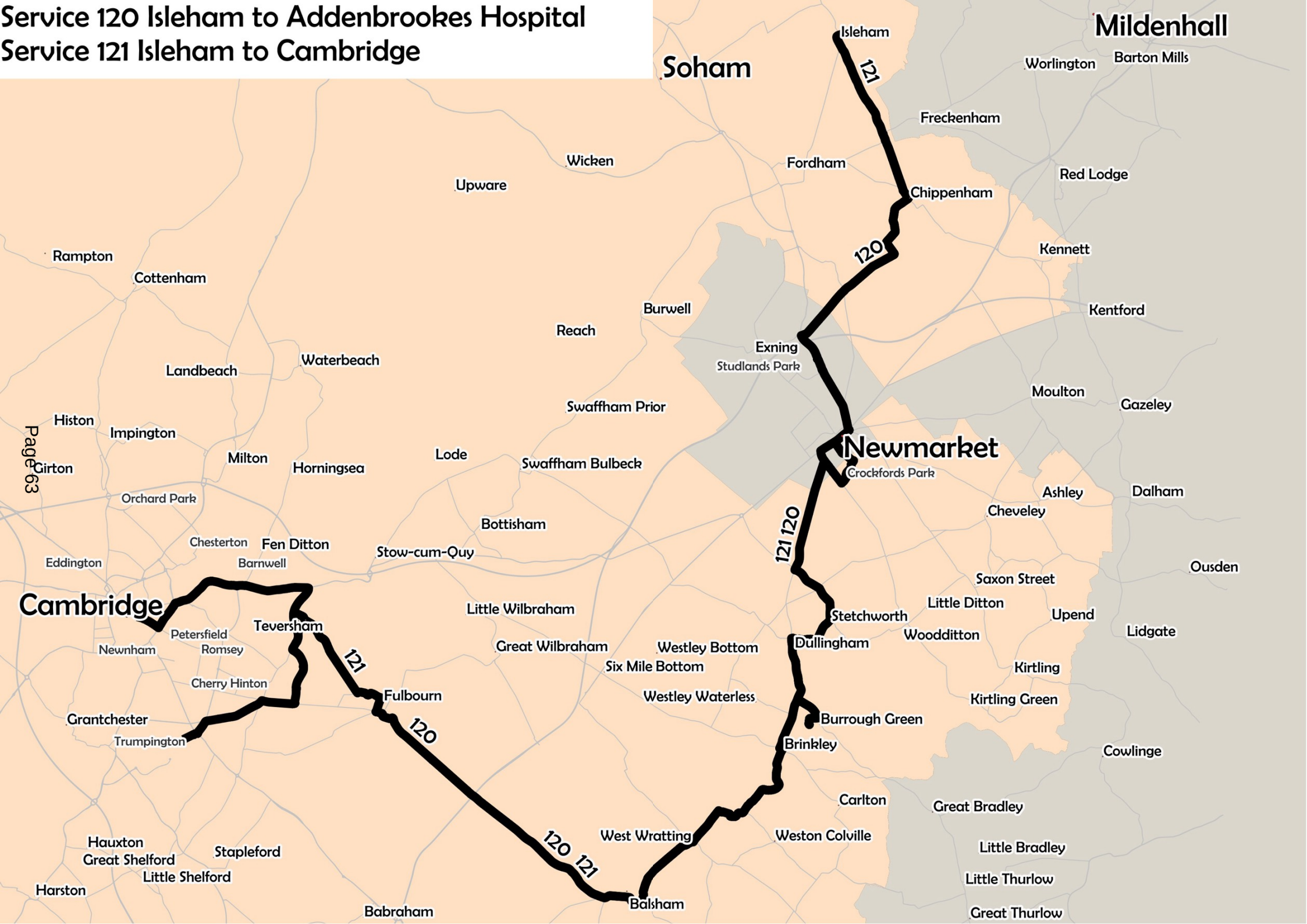


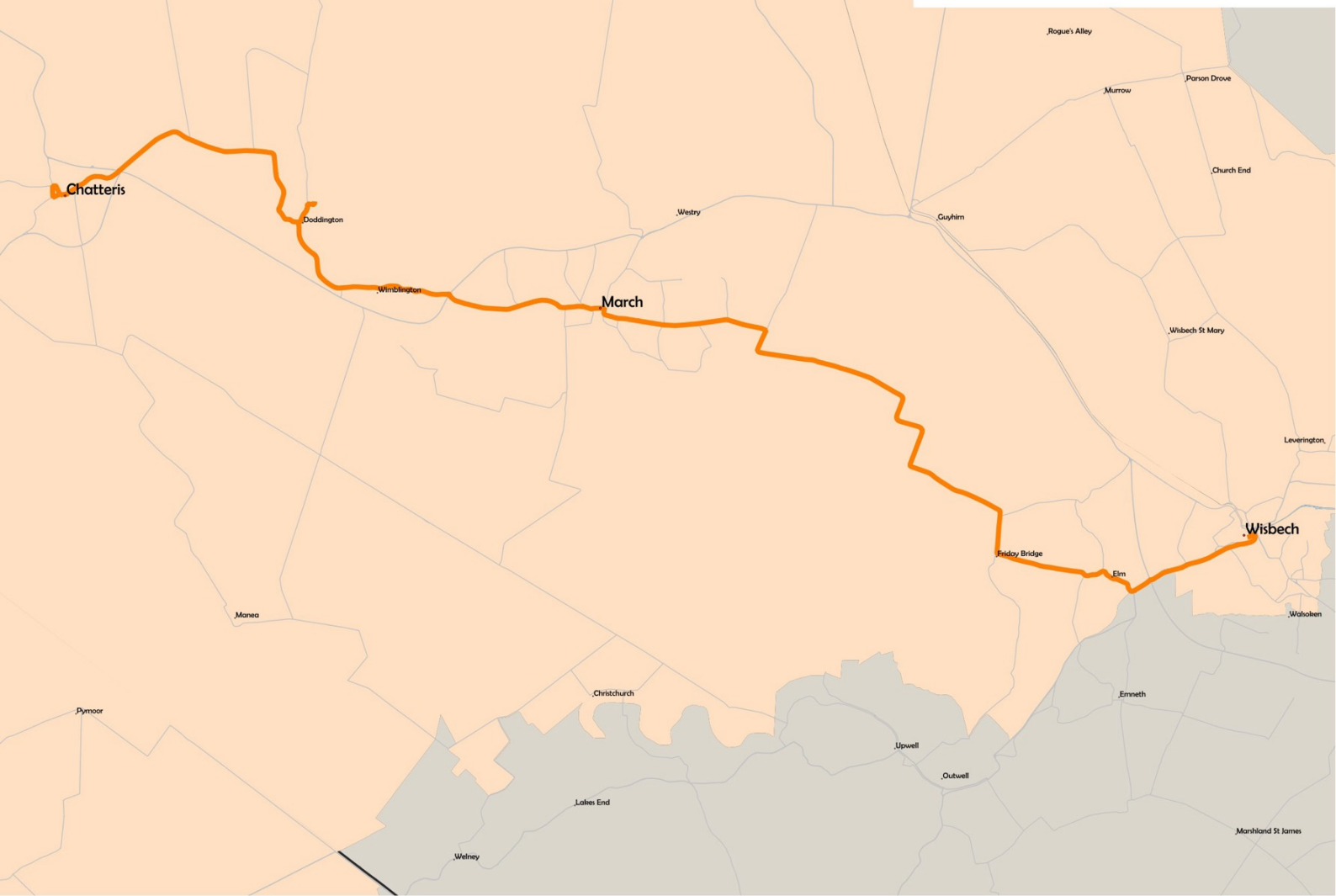
Service 75 Cambridge to Barrington



Service 120 Isleham to Addenbrookes Hospital

Service 121 Isleham to Cambridge







Cambridgeshire & Peterborough Combined Authority Bus Services Reimagined

September 2026

Georgie Rogers – Senior Consultant, SYSTRA

Alex Mylod – Senior Consultant, SYSTRA

Martin Meacham – Principal Consultant, SYSTRA

SYSTRA

Contents

Contents	2
Table of Figures	3
Introduction	4
Summary of Previous Work	4
Methodology	5
Public Consultation Key Themes	11
Survey Findings	11
Proposals	14
Overview	14
Cambridge Orbital Services and services from Cambridge towards Soham and Suffolk	15
Cambridge, Haslingfield, Melbourn, Fowlmere and links into Hertfordshire & Bedfordshire	25
Huntingdon & Kimbolton and links into Bedfordshire	35
Revised Proposal Following Stakeholder Engagement:	36
Wisbech, March, Chatteris and links into Norfolk	38
Revised Proposal Following Stakeholder Engagement:	40
St Neots, Papworth Everard, Bar Hill and St Ives	44
St Ives, Earith, Somersham, Ramsey and enhanced links to Huntingdon	48
Revised Proposal Following Stakeholder Engagement:	49
East Cambridgeshire and links into Suffolk	54
Peterborough - Maxey Service	60
Tiger On Demand Services	63
Summary	68
Final Proposal Overview	70
Conclusion	71
Appendices – Proposed Timetables	73

Table of Figures

Figure 1 CPCA Development Sites	6
Figure 2 CPCA Deprivation LSOA Ranking	7
Figure 3 CPCA Households without Cars LSOA Ranking	8
Figure 4 Survey Responses: How often do you use the bus currently?	11
Figure 5 Survey Responses: What time(s) of day do you usually travel by bus?	12
Figure 6 Survey Responses: How far do you typically walk to reach your bus stop?	12



Introduction

The Cambridgeshire & Peterborough Combined Authority (CPCA) have commissioned SYSTRA to review several of its tendered bus services following previous work which assessed the value for money and social value of its services.

This project aims to develop a bus network that is more efficient, more consistent and more closely aligned with passenger needs, while supporting CPCA's wider objectives for accessibility, inclusion and sustainable growth. The proposals are intended to determine how services can be provided within a reasonable level of subsidy, whether through increased revenue, improved operational efficiency or more effective use of resources across the network.

This includes assessing the potential for Peak Vehicle Requirement (PVR) savings where these can deliver equivalent or better outcomes at lower cost. Such savings could then be reinvested to improve service quality elsewhere on the network, including through increased frequencies or enhanced provision on key corridors. The proposals are, therefore, not solely focused on reducing costs, but on understanding the trade-offs between cost, coverage, frequency and wider network benefit, so that the final recommendations can reflect a range of funding and service options.

At the same time, the proposal aims to establish a network that is simple, reliable and accessible, underpinned by clear standards for coverage and service levels to reduce the risk of isolation, particularly in rural areas. Consistent with the principles set out in SYSTRA's earlier work for the CPCA, the CPCA Bus Service Review Framework, the project will focus on improving access to employment, education, healthcare and other key destinations, particularly for communities with lower levels of car ownership or higher levels of deprivation. It also takes account of the potential effect of demand generated by new development across the region on future travel patterns across the network.



Summary of Previous Work

The previous work conducted by SYSTRA utilised a bespoke network review framework to consider the true importance that services have on the community they serve. This framework follows a fair and transparent decision-making process to assess how well bus

services are meeting the needs of the community. Analysis found that current bus provision across the CPCA area shows significant variance in service levels, particularly in rural communities and at off-peak times. Data indicates that some areas are at risk of digital and social isolation without intervention to maintain or improve access. The adoption of a clear minimum service level would address these gaps and ensure that essential connections to education, employment, and healthcare are safeguarded for all residents.

Metrics such as cost per passenger, service frequency, and service demand were assessed, providing practical measures for reviewing the efficiency and viability of services. Demographic information has also been assessed such as car ownership levels, and the positioning of served localities on the Indices of Multiple Deprivation (IMD) to assign a quantifiable social value to services. Ultimately, decisions on service provision have been made considering the whole of the network, rather than being made route by route.

Methodology

Overview

The service review conducted by SYSTRA began by drawing together available evidence on patronage, boarding stage data and revenue collected. SYSTRA further assessed route coverage, operating costs and the destinations and communities served. This is to build a robust understanding of the services' current role in the community and overall service performance.

The next stage conducted was an impact analysis, considering the consequences of any proposed change for passengers and communities. This includes assessing access to key destinations such as employment, education, healthcare, shopping, and leisure, as well as the effect on areas with lower car ownership or higher deprivation. At this stage, demand from future developments was also considered, considering how future travel patterns may change due to new developments in the region. Potential sources of section 106 funding were considered, factoring in any funds that could be used to improve bus services in certain areas. See Figure 1 below, which maps development sites across the region. The map shows that development is taking place throughout the CPCA area, with particularly high concentrations around Cambridge, especially to the east of the city, and in Huntingdon.

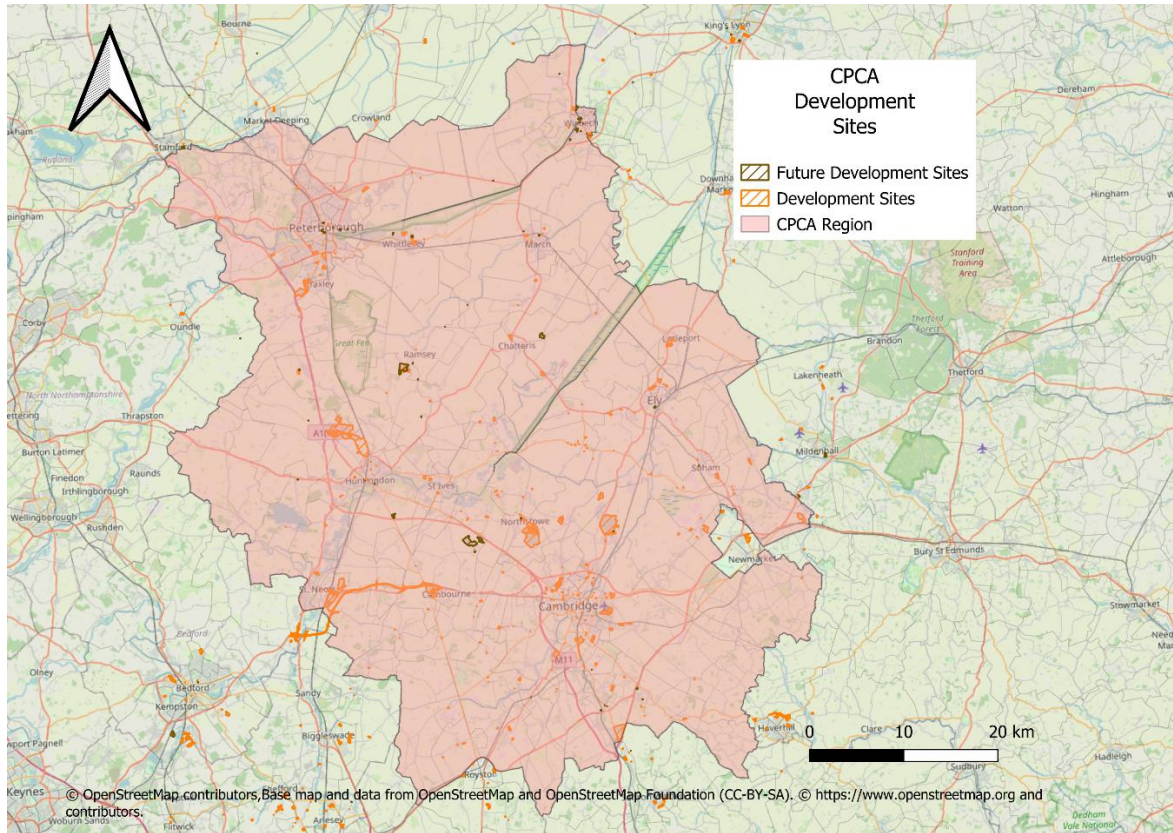


Figure 1 CPCA Development Sites

Following this, a range of service options were developed. These options include variations such as retaining the current service, revising the route or timetable, making wider network changes, introducing new services or, in some cases, service withdrawal. Options have then been assessed against the framework's evaluation criteria, evaluating factors such as population catchment (400m), population without access to a private motor vehicle (400m), annual patronage, social value, and value for money. With value for money holding the greatest weighting, alongside consideration of social value, and demographic need.

The below deprivation and car ownership maps were created using 2021 Census Lower Layer Super Output Area (LSOA) boundary data, which was clipped to include only those LSOAs falling within the CPCA area. Census data on households with no car or van, and households deprived in two or more dimensions, were then processed for each LSOA to calculate both the total number of households in each category and their proportion of all households.

These percentages were used to rank LSOAs across the CPCA area, and the ranked data was then joined back with LSOA boundary layer to produce the final mapped outputs. The resulting maps therefore show the relative distribution of car ownership deprivation and

multiple deprivation at LSOA level across the area. These maps helped assess the range of service proposals generated, adding necessary commentary to better understand demographic need for services.

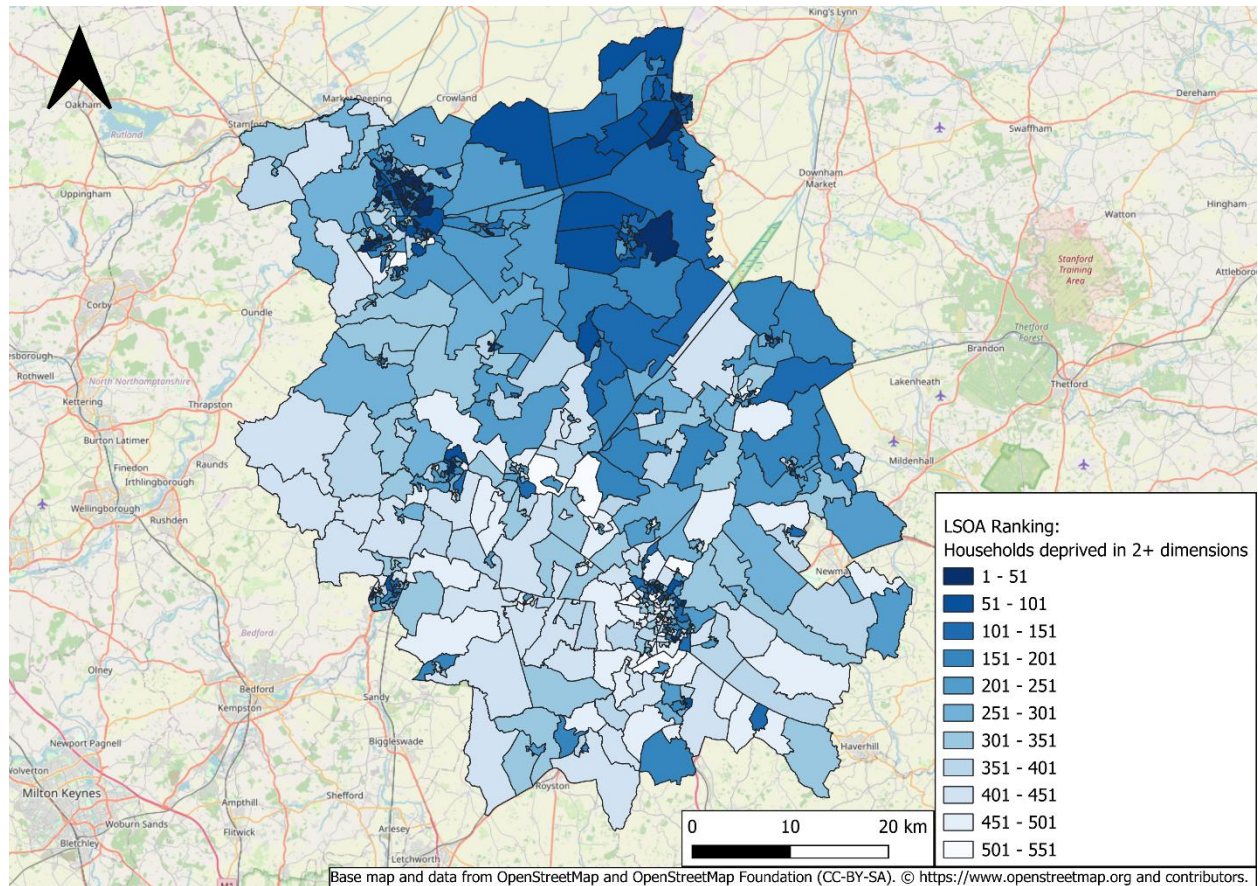


Figure 2 CPCA Deprivation LSOA Ranking

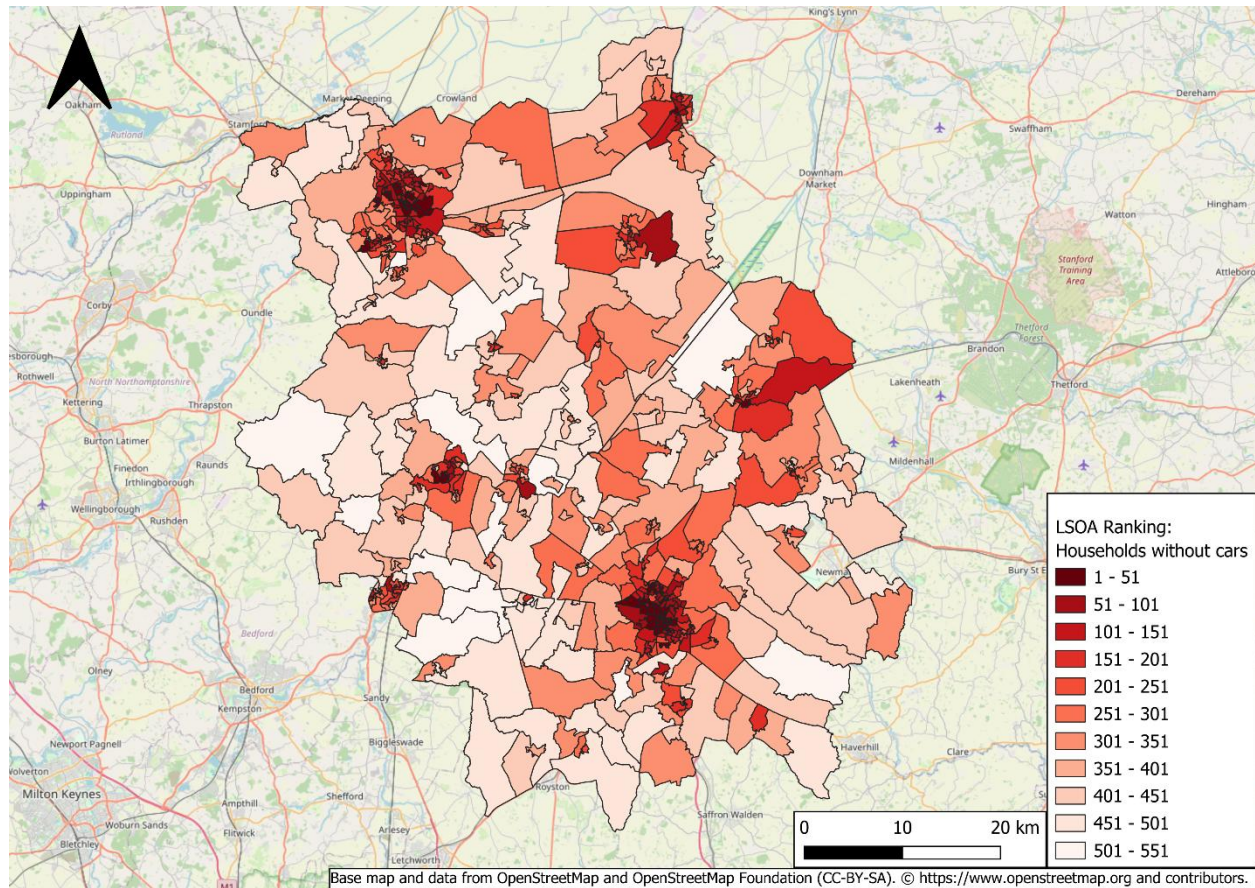


Figure 3 CPCA Households without Cars LSOA Ranking

The maps in figures 2 and 3 show that across the Cambridgeshire and Peterborough Combined Authority area, the most deprived areas are concentrated mainly in Peterborough, Fenland, and a smaller number of pockets in Cambridge, Huntingdonshire, and East Cambridgeshire. Particularly in Peterborough urban neighbourhoods and Wisbech, with smaller areas of lower deprivation in Cambridge and some market towns.

The highest proportions of households without access to a car or van are typically found in the more urban parts of the CPCA area, especially in Peterborough and Cambridge. Based on 2021 Census car and van data, the strongest concentration of no-car households are inner Peterborough and inner Cambridge, where there are larger numbers of lower-income households, smaller households, students, older residents, and people living in more densely developed neighbourhoods with relatively better access to local services.

Proposal Generation

The review then moved to a decision-making stage, where the preferred option for each Local Authority area (South Cambridgeshire, Cambridge City Area, Huntingdonshire, East

Cambridgeshire, Fenland, and Peterborough), was identified based on the evaluation. Each selected option could then be fully expanded to generate a service proposal for each area. This stage is essential to enable the proposals to be brought forward for stakeholder engagement and public consultation. This involved the production of maps, timetables, and public consultation plans including surveys, workshops, and briefing sheets.

Consultation Methodology

The final stage prior to finalisation of service proposals was that of stakeholder engagement and public consultation. To compliment the impact analysis exercise, stakeholder engagement was undertaken to gather qualitative insight from passengers, local representatives, employers, neighbouring local authorities, and other affected parties, helping to understand local priorities and potential impacts that may not be visible in the data alone. This stakeholder analysis has been conducted through two key channels: neighbouring authority consultation workshops, and a period of live public consultation via questionnaire. Alongside this, various other key stakeholders in the region have been consulted via virtual and in person meetings and emails.

Neighbouring Authority Consultation Workshops

On behalf of the CPCA, a series of neighbouring authority consultation workshops has been undertaken with:

- ◆ Suffolk County Council
- ◆ Hertfordshire County Council
- ◆ Central Bedfordshire Council
- ◆ Bedford Borough Council
- ◆ Norfolk County Council

The purpose of these workshops was to sense-check service proposals with potential cross-boundary implications and to ensure they are informed by neighbouring authorities' priorities and existing plans. The workshops have provided a structured forum for cross boundary engagement, enabling SYSTRA to test the practicality of proposals, identify opportunities for collaborative working, and explore alignment across key areas including funding arrangements, timetable integration, and cross boundary school movements. This collaborative approach is intended to support more joined-up cross-border connectivity, reduce the risk of unintended impacts, and establish a stronger basis for ongoing partnership working as proposals are developed further.

Live Public Consultation Period - Surveys

Surveys have been developed as part of the live public consultation which was online for a six-week period over June and July 2026 with an aim to capture residents' views on the proposed network and to gain a deeper understanding of travel needs and desired destinations. The survey questions were structured into three sections:

- ◆ Section A: The first section focused on current travel behaviour, asking participants about how frequently they travel by bus, which services they use, their typical journey purposes, and the times of day they usually travel.
- ◆ Section B: The second section explored perceptions of the proposed network changes. Participants were shown maps comparing the existing and proposed networks for each geographic area and were asked how likely they would be to use the new network, which features would most influence their decision, and whether the changes would make their journeys easier. They were also invited to provide feedback on any perceived gaps or areas for improvement.
- ◆ Section C: The final section gathered contextual information about respondents, including the first part of their postcode, the distance they travel to access bus services, and whether there are destinations they are currently unable to reach by bus.

Survey responses were widely distributed across the region, including targeted sharing with major employers to ensure broad and representative participation.

Consultation Analysis & Final Proposals

The survey results were subsequently analysed using a combination of quantitative and qualitative methods. Closed-ended responses were aggregated to identify overall trends in travel behaviour, levels of support for the proposed network, and key factors influencing usage. Open-ended responses were reviewed and thematically coded to highlight recurring issues, suggestions, and areas of concern. This analysis enabled us to identify common priorities, assess the perceived strengths and weaknesses of the proposal, and inform refinements to the network design.

Ultimately, this stakeholder engagement period has resulted in the production of the final service proposals, which have been documented underneath the initial proposal for each geographic area within the report below.

Public Consultation Key Themes

Survey Findings

The key and relevant findings from each geographical study area have been embedded throughout this report to inform the commentary and help justify the final proposals presented. Alongside these area-specific findings, the survey responses also highlighted several overarching themes that are more general in nature and not limited to particular locations or individual bus services. These are outlined below to provide additional context and wider information to be considered by the CPCA when managing bus services in the CPCA area going forward.

How often do you use the bus currently?

1,162 responses

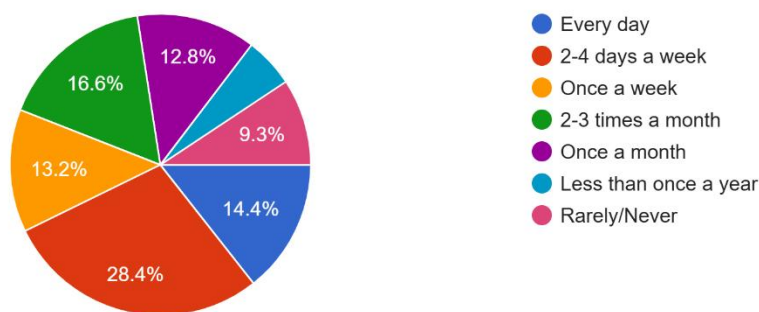


Figure 4 Survey Responses: How often do you use the bus currently?

Of the 1,162 people who submitted a response to the public consultation survey, 28.4% stated that they used the bus 2-4 times a week currently. The survey found that the top 5 most used existing bus routes currently are:

- ◆ T1 Cambridge – Huntingdon (9.4% of users)
- ◆ T4 Addenbrooke's Hospital – Newmarket (8.1%)
- ◆ 26 Cambridge – Royston (7.3% of users)
- ◆ 17 Guilden Morden – Royston – Cambridge (6.6%)
- ◆ T5 Cambridge – Soham (6.4% of users)

Survey respondents were asked what time of day they usually travel by bus and the following was found:

What time(s) of day do you usually travel by bus? (Select all that apply)

1,118 responses

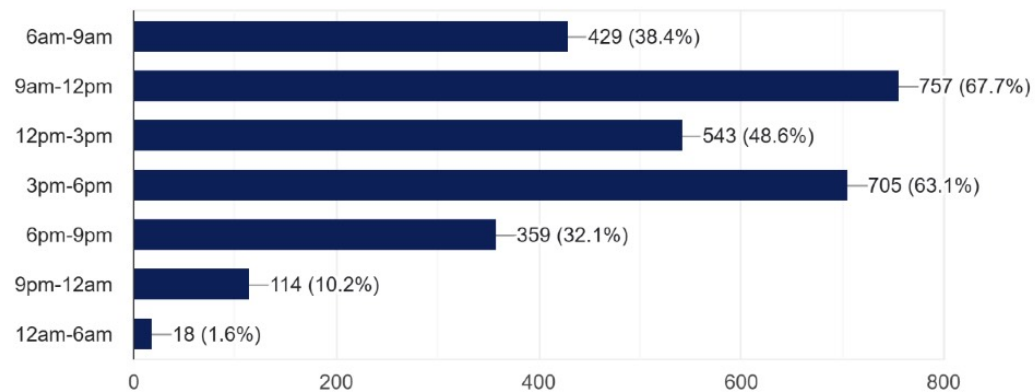


Figure 5 Survey Responses: What time(s) of day do you usually travel by bus?

The most popular travel time is between 9am and 12pm, and the least popular travel time is between 12am and 6am.

How far do you typically walk to reach your bus stop?

1,145 responses

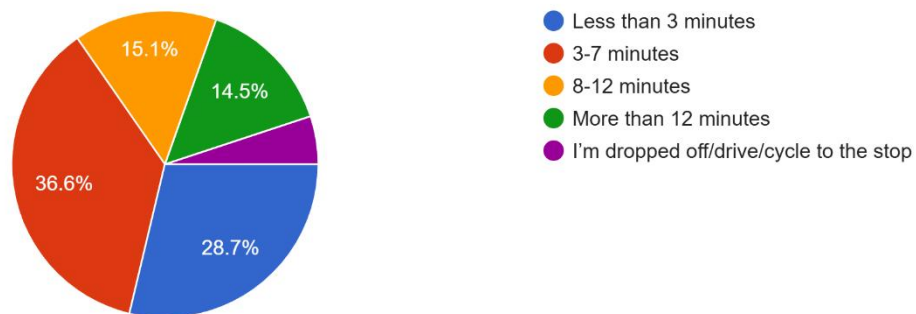


Figure 6 Survey Responses: How far do you typically walk to reach your bus stop?

When asked how far respondents usually walk to reach their bus stop, 36.6% stated between 3 and 7 minutes, and 28.7% stated less than 3 minutes.

There are several clear themes that emerge about public attitudes towards bus services across the CPCA area. These themes are not confined to any one route or locality, rather

they reflect common expectations about what makes a bus network usable, attractive, and trustworthy.

Reliability and Punctuality

A consistent theme is that reliability and punctuality are among the most important factors shaping public confidence in bus services. Many respondents said that late buses, missed journeys, and uncertainty about whether a service would arrive made buses difficult to rely on for work, education, healthcare and appointments. Suggesting that reliability is a core condition of bus use, people are more willing to use buses where they feel they can plan with certainty and arrive when expected.

Evening and Weekend Demand

The survey responses show a clear demand for evening, and in many cases, weekend services. Many respondents highlighted the need for later buses to support shift work, education, social trips, hospitality, and leisure. Evening demand is frequently described as unmet, with some people saying that the last bus is too early to make the network practical beyond basic daytime trips. Weekend demand, including Sundays also appeared in the responses regularly, with people wanting to travel for shopping, leisure, or work, but feel the available service is too limited for this.

Service Frequency and Operating Hours

Respondents repeatedly link frequency and operating hours to whether a bus service is genuinely useful. A bus that runs too infrequently, or starts too late and finishes too early, is often seen as unsuitable for real travel needs. People want services that allow for flexibility, for example for commuting when work days don't necessarily always finish at the same time. This points to a public attitude that a bus network should support everyday life in a practical way, rather than offering only a minimal or highly constrained service.

Fares, Affordability and Ticket Integration

Another strong theme is cost and fare simplicity. Respondents raise concerns about ticket prices, especially where bus travel compares poorly with car-sharing or taxis, or where people need to make connecting journeys. There is also support for simpler and more integrated ticketing, including contactless payment, through-ticketing, and fare structures that do not penalise passengers for changing buses. The wider message is that passengers value fares that are both affordable and easy to understand, and they say integrated ticketing is an important part of making the network feel coherent. SYSTRA is aware that a separate commission is currently underway to improve fares and ticketing integration across the region, and this work should help address the concerns raised.

Information, Real-Time Tracking, and Ease of Use

The survey responses indicate that clear information and real-time updates are central to public confidence. Respondents frequently mention the need for accurate timetables, live tracking and simple information about routes, fares and connections. Poor or missing information creates feelings of unreliability. SYSTRA recently conducted a separate commission for the CPCA prioritising bus stops in need of upgrades and better information availability, the follow-on work from this should support improvements in this area.

Network Integration

A theme from the survey responses is the importance of an integrated network that allows easy interchange between buses and are well connected to other services, such as rail stations, hospitals, education sites, and employment areas. Where connections are awkward, poorly timed or require multiple tickets, people are less likely to see the network as practical.

Accessibility, Comfort, and Physical Infrastructure

Accessibility and physical comfort are important to survey respondents, especially for older passengers, disabled users, parents with children and those with mobility needs. People refer to issues such as distance to stops, lack of seating and shelter, poor walking access, and the need for low-floor accessible vehicles. There are also comments about comfort on board buses and the suitability of the buses for less mobile passengers and those travelling with pushchairs. As mentioned previously, there is other work ongoing by the CPCA to address bus stop infrastructure improvements.

The overall public attitude is that the public is generally supportive of better bus services and willing to use them more, but only when services are reliable, frequent enough and run at useful times, are easy to understand and connect with, and are reasonably priced. Respondents repeatedly frame their views in terms of practical access to work, education, healthcare, shopping, rail and leisure, and express frustration where services are seen as too limited, or poorly integrated to meet everyday needs.

Proposals

Overview

The key objective of the work is to deliver a bus network which is future proofed. In the design stage of our work, we have followed these guiding principles:

- ◆ Ensure clear coverage standards that can be upheld fairly and sustainably

SYSTRA

- ◆ Utilise innovative solutions such as DRT to maintain levels of service for areas where fixed line routes are not viable
- ◆ Plan services that are simple, frequent and dependable
- ◆ Focus on connecting areas with low car ownership and higher levels of deprivation to jobs, education and healthcare
- ◆ Utilise data to derive passenger needs over time

For each geographic area listed below, SYSTRA has set out the initial network proposal that was presented for public consultation, shown in grey, alongside the final proposal for that area, shown in red. Where possible, SYSTRA has also summarised the public feedback that informed the final proposal, or provided justification where changes were made from the initial proposal, or where no changes were made.

Cambridge Orbital Services and services from Cambridge towards Soham and Suffolk

Initial Proposal:

Services proposed to see change are:

- ◆ T2: Madingley Road Park & Ride to Newmarket Road Park & Ride
- ◆ T3: Grantchester to Fulbourn
- ◆ T4: Addenbrookes Hospital to Newmarket
- ◆ T5: Cambridge to Soham

Current PVR of services – 9

The current Tiger network services in Cambridge were introduced to improve orbital connectivity within the city and strengthen links to Soham and Newmarket as part of the then incoming mayoral precept. Services T4 and T5 replaced former service 11.

The changes we are proposing seek to improve reliability and integration between the two services, enabling more seamless connections:

Service T4 will be extended from Addenbrooke's Hospital to Trumpington Park and Ride, partially replacing the current T3 via Babraham Road Park and Ride and Great Shelford. It will continue to operate up to hourly, Monday to Saturday daytime, over a similar span to at present, but with revised timings to improve connections with T5 at Swaffham Prior. This will provide a 10-minute interchange for most journeys in both directions, enabling passengers from Newmarket, Burwell and Reach to travel to and from Cambridge city centre. The extension to Trumpington is necessary to achieve this connection.

To improve reliability, T4 will serve Hills Road only at college times. Little Wilbraham will retain a two-hourly service, with Fassage Close served on alternate journeys to maintain even headways.

At the Suffolk Cross Boundary workshop, discussion of the proposed evening and Sunday journeys on the T4 concluded that the matter should be revisited around the New Year, as current funding is fully committed. It was noted that contract renewals are expected to begin around next Easter, and that this may offer a more appropriate point at which to consider additional provision. The workshop also noted that, if required, additional evening and Sunday journeys could still be tendered at a later stage.

A new T3 service will combine the strongest sections of the current T2 and T3 routes to improve connectivity across the south and west of Cambridge. It will operate hourly, Monday to Saturday daytime, from Trumpington Park and Ride via Grantchester, Coton, Eddington, Arbury and Impington to Milton Park and Ride, improving the level of service in Coton village.

The T2 section between Milton and Newmarket Road Park and Ride will be withdrawn, as it is largely covered by route 100. The T3 section between Addenbrooke's and Fulbourn will be partially replaced by T4, with alternative commercial services available for the remaining sections via a change at Addenbrooke's.

Information and observations regarding the current T5 service is that the route is popular and that there is a case for extending the operating hours of the service. The time of the last T5 journey will be revised to be 30 mins later from Cambridge, departing at 18:45. The routing of this service and overall frequency of the service will be unchanged.

The summary of the initial proposals is:

- ◆ T3: Milton Park & Ride to Trumpington Park & Ride
- ◆ T4: Trumpington Park & Ride to Newmarket
- ◆ T5: Cambridge to Soham

The PVR for this proposal is 8.

Revised Proposal Following Stakeholder Engagement:

Service T2 & T3

The initial proposal was to withdraw both services and replace them with a single service between Trumpington Park and Ride, Coton, Eddington and Milton Park & Ride. Extending Service T4 from Addenbrooke's Hospital to Trumpington Park and Ride via the current T3 route.

The final proposal is to enhance services out of Cambridge City Centre along Huntingdon Road to form a coordinated 15-minute frequency where every 30 minutes the service will run from Cambridge City Centre to Darwin Green and onward to Cambridge North Station replacing most of the T2 service and using developer funding. The new proposed 114 service will extend beyond Addenbrooke's Hospital to Stapleford and Hauxton to partly replace T3 and T7 services.

Service T4

The initial proposal was to reduce frequency to Manor Close to 2 hourly to improve reliability and speed up journeys, extend journey to Trumpington Park & Ride in replacement of current service T3 and remove loop around Cherry Hinton.

As per initial proposal, the final proposal remains the same however it would instead terminate at Addenbrooke's Hospital rather than Trumpington Park and Ride.

Service T5

Initially, there were no proposed changes to this service.

It is now proposed to recontract this service as a package with the new proposed 75 service to offer an hourly connection for Barrington, utilising developer funding. It is also proposed to increase the operating hours of the service to provide an evening service.

Discussions with key stakeholders has emphasised the importance of being able to connect between the T4 and T5 services and having evening journeys on the T5. T5 evening journeys can be achieved through s106 funding (further detailed below).

Consultation Findings for the Cambridge City Proposal:

More than half of public consultation respondents chose to answer the questions relating to these routes. Of these responses, 53% stated that they were either ‘very likely’ or ‘somewhat likely’ to use the proposed network. And 56% stated that the proposed network would either ‘make my journeys easier’, or ‘make my journeys about the same’.

Evening Services: A common theme from the findings, was the request for later evening services, many respondents stating that current services do not run late enough for work, education, entertainment, or simply getting home without having to rely on cars or taxis. This finding is reflected in the final proposal for the T5 service, where evening services are recommended utilising section 106 funding.

Specific Villages: A clear theme in the feedback was that some communities feel they have been overlooked, with several respondents stating that their village had been omitted from the proposals. This was most evident in comments relating to Teversham, which was referred to in 12 separate responses. These respondents said the village had been “missed out again” and called for a regular service into Cambridge and to nearby destinations. However, this should be understood in context: 12 of the 610 responses to these questions represents a relatively small proportion of the overall feedback.

There was also infrequent mention of the village of Whittlesford not having adequate coverage, however it is noted that this village is served by the 7 service, which could be used to connect to Trumpington Park and ride for onward travel to Cambridge. Also, the school journeys on the 7A service will not be altered, maintaining this important link for Whittlesford.

Another village mentioned as being missed in these proposals is Girton, with respondents stating that Girton is poorly served. However, it should be mentioned that the 6 service

(Cambridge to Oakington) passes through Girton providing more than hourly services into Cambridge and back.

There were repeated comments about the importance of a village stop in Grantchester. Citing that a link between Grantchester and Fulbourn or Addenbrooke's hospital has been very useful.

Key business stakeholders: Cambridge University Hospitals (CUH) has provided feedback on the proposed changes, stating that they are broadly supportive of the aim of simplifying the bus network, however they have expressed concerns about loss of connectivity to Cambridge Biomedical Campus (CBC). Specifically in relation to these routes, CUH has identified that passengers travelling from Grantchester will now need to interchange at Trumpington Park and Ride site to connect to Addenbrooke's via A the Busway for example. CUH states that where proposals introduce an additional change of bus, a longer walk to hospital buildings, or a less direct journey for existing users, this should be recognised as a reduction in accessibility for patients, visitors and staff. Where interchange is unavoidable, they recommend that connections are timed, clearly communicated and supported by appropriate passenger facilities, including real time passenger information, shelter, lighting and step-free access. This should be particularly noted for Trumpington Park and Ride.

Cambridge Area Bus Users (CABU) provided a response to the proposed bus network. They also noted the direct loss of services to Addenbrooke's for at least four villages, stating that where direct access has been lost, through fares must be made available.

CABU also states that Coton appears to now be over served, stating that the new proposed T3 service will cover the gap between Maddingley Rd Park and Ride and Grantchester covering Coton on the way, which is now served by the 4, 905, X2 and X3 services. However, the final proposal for the T3 service will no longer serve Coton.

CABU was supportive of the proposal to rejig timetables to allow passengers to easily connect between the T4 and T5 services, however they ask whether it would be a requirement that the contracted operators wait for late running services so that guaranteed connections can be made.

Specific feedback received from Cambridge Science Park is regarding the proposed changes to the T2/T3 services. They believe that the initial proposed route to run from Milton Park and Ride to Trumpington Park and Ride is sensible and are pleased to see orbital bus routes proposed as an alternative solution to all bus traffic routing into the city centre. However, they believe there would be merit in starting/ending the bus route at Cambridge Science Park rather than Milton Park and Ride. This feedback has been taken

into account, and the final proposed service terminates at Cambridge North Station, passing by Cambridge Science Park.

The A To B 1102 Group provided feedback on these proposals, a key point mentioned by the Group is that Cambridge South Station has been missed. This station is brand new, located next to the Cambridge Biomedical Campus. The Group stated that that 40,000 people are expected to work at the Biomedical Campus, they feel there must be a bus service connecting their area to the station as it is seen as a more affordable area to live in. The Group states that connecting their area to a mainline train station is more important than being connected to Trumpington Park and Ride or the Shelfords. The importance of a rapid link to both the Biomedical campus and Cambridge South Station is a view shared by the University of Cambridge, who feel that the new combined T2 and T3 service should use the busway from Trumpington Park and Ride site to connect the station and the campus directly. The final proposed replacement service for the T2 and T3 will not run to Trumpington Park and Ride, however frequent commercial services U1, U2, and X3 will continue to serve the Biomedical Campus and South Station, which can be changed onto in Cambridge. But it is recommended that access to Cambridge South Station from the A to B1102 area is reviewed in the future.

Another key point of feedback from the A To B1102 Group is regarding the positioning of T5 bus timing point in Burwell at Bewicks Mead, which they feel needs to be reviewed due to traffic congestion issues and the fact that the stop is close to a key junction in Burwell. They feel that this is not a good place for a bus to wait Soham bound as it blocks the road, expressing that this timing point should be moved further down the road, Burwell – the Avenue would be much better and resolve the traffic issues.

The University of Cambridge has provided feedback on the proposed changes to the T2 and T3 services. They believe that consideration should be given to performing a circuit of Cambridge West site, as there is work underway and it is predicted that the current 4,500 staff based here will drastically increase. They do not think the service should go into Madingley Park & Ride site as the stop on Eddington Avenue provides access via a direct footpath to the Park & Ride. The service should travel through Eddington and then onto Huntingdon Road, along Histon Road, turning into Kings Hedges Road and then connect to the Busway in Orchard Park. Once the site is complete, it would then be possible for the bus to avoid Huntingdon Road and Histon Road by joining onto Darwin Green and travelling through the site. The service should continue along the Busway where it can service Cambridge Regional College and Cambridge Science Park, before then linking Cambridge North Station, and perhaps Milton Park and Ride. They have requested a 20 minute frequency, but say 30 minutes would still be attractive. This feedback has been considered

when designing the new proposed route, which closely mirrors the suggestions from the University.

New Development Considerations

Newmarket Road Corridor: There is considerable development planned or underway in East Cambridgeshire for areas along the Newmarket Road corridor, including Marleigh, Cherry Hinton North, Cambridge East and East Barnwell Regeneration. Therefore, travel demand will increase substantially along Newmarket Road in the future. To facilitate these plans, and to accommodate the foreseen increase in travel demand, there is a proposed relocation of the Newmarket Park and Ride site, this work is proposed to begin in 2027 and would have a direct impact on the T5 route which passes by the current site. The proposed new site is just off Airport Way, near the junction with Newmarket Road, close to Teversham. The T5 routing should be reviewed in the future to align with these plans.

East Cambridgeshire Development: One key development affecting this area is the 700-acre East Cambridge Development by Marshall Group. This development plans to introduce 10,000 new homes, a proposed new railway station, schools, healthcare and green public spaces. The location of this development is on the Cambridge City Airport site. This development means that future planning must not only account for a larger resident population, but also for the cumulative effect of new homes, school travel, commuting patterns, healthcare access, and onward connections into Cambridge. The development currently sits on the T5 corridor, therefore additional demand on this service needs to be planned for, including additional onward travel on the T4 service.

Trumpington Area: SYSTRA is aware of several Section 106 funding pots that may be available to support enhancements to local bus services, particularly in the Trumpington area. These funds could potentially be used to strengthen connectivity into Cambridge and support the operation or enhancement of services T3 and T4, where consistent revenue support may help improve service coverage, frequency, or routing.

In relation to Clay Farm, a sum of £85,481.67 has been identified for the “provision of new bus services linking the site, as well as sites at Trumpington Meadows and Glebe Farm, to the centre of Cambridge, involving daytime and evening services.” In considering the use of this funding, there may be scope to provide or enhance a service linking the development to the Park & Ride site, enabling onward travel into Cambridge while also improving local accessibility.

A further funding pot is associated with Bell School, Trumpington Meadows, where £139,208.40 has been allocated as a “bus service revenue contribution – for the purposes of meeting the costs associated with the operation of and support for conventional bus

services serving developments within scope of the Southern Fringe Area Development Framework.” This funding appears well aligned with the objective of supporting conventional bus services in the area and could therefore contribute toward service enhancements benefiting Trumpington and the wider Cambridge network.

An additional sum of £160,614.97 is attached to Trumpington Meadows (Hauxton Road) for a “conventional bus services revenue support payment – revenue support for the establishment of conventional bus services.” This funding could also be considered as a potential mechanism to help establish, maintain, or enhance local bus links serving the development and surrounding areas, including routes connecting into Cambridge.

Land North of Newmarket Road: Finally, a further Section 106 contribution of £334,171.76 has been identified in relation to Land North of Newmarket Road, Cambridge Wing. While geographically separate from the Trumpington sites, this funding may also present an opportunity to support T5 service enhancements within the Cambridge area, subject to the specific legal and geographic restrictions attached to the contribution. This funding could be utilised to introduce evening services for the T5.

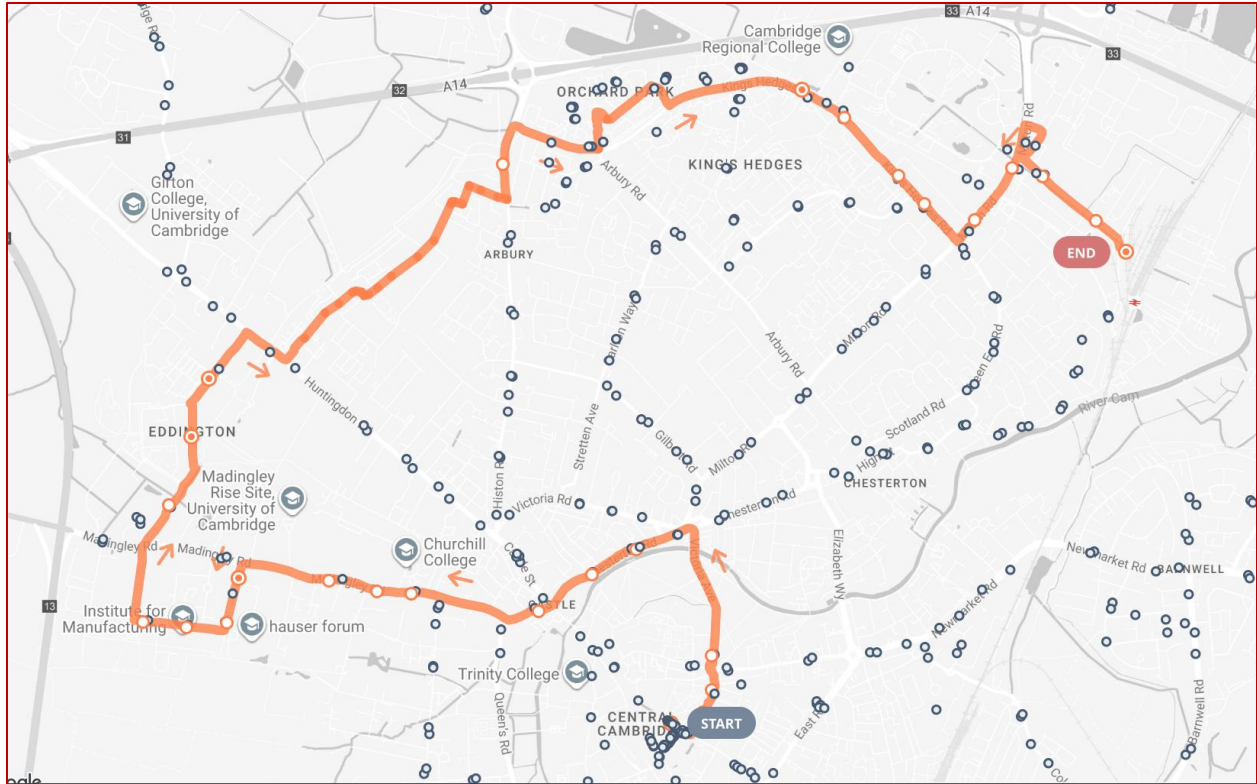
Taken together, these funding pots represent a potentially significant opportunity to support enhancements to bus services in and around Cambridge. Subject to the detailed terms of each agreement, they could help underpin improvements to services such as the T3 and T4, particularly where these routes provide important links between new developments, interchange points, and key destinations in Cambridge. SYSTRA recommends that the Trumpington related funding pots are specifically investigated as a mechanism to support extending the T4 to Trumpington Park and Ride.

The summary of final service proposals are:

- ◆ T3: Cambridge to Cambridge North Station
- ◆ T4: Addenbrooke’s Hospital to Newmarket
- ◆ T5: Cambridge to Soham

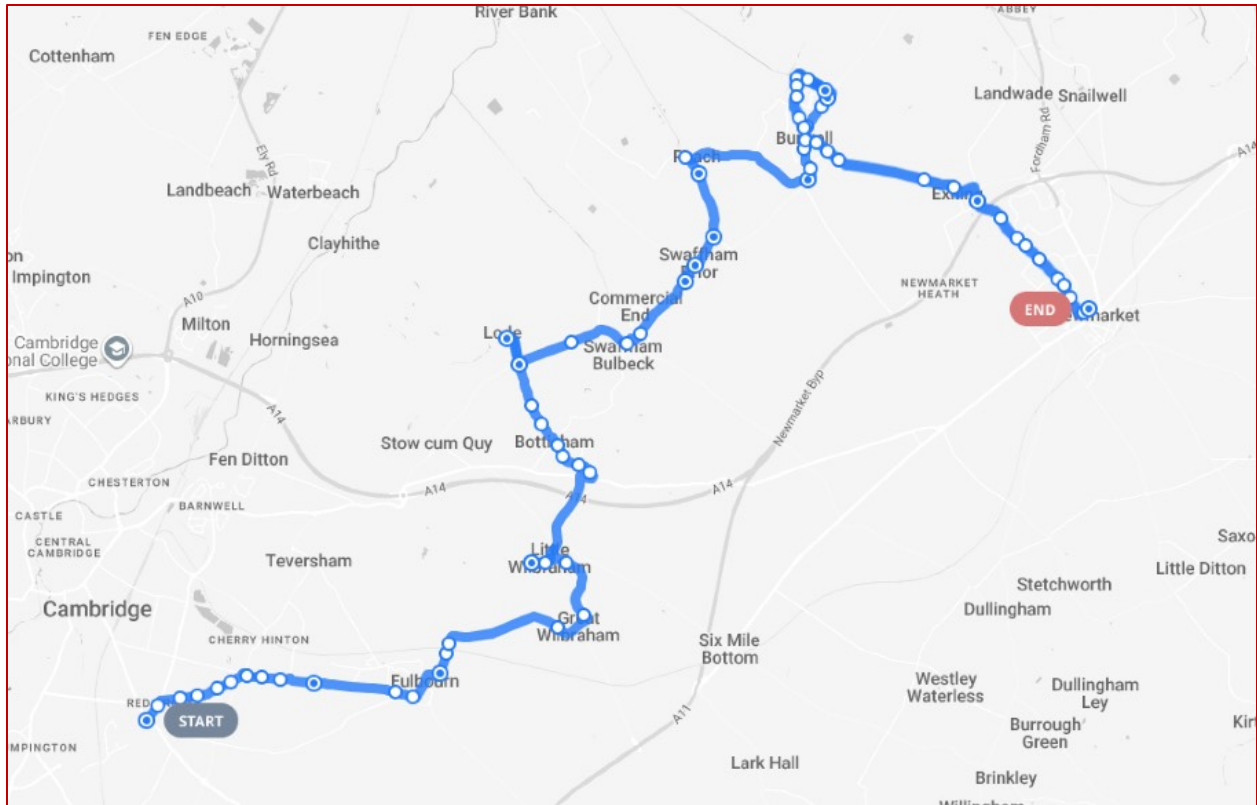
The new PVR for these services will be 10

Maps of new proposed services

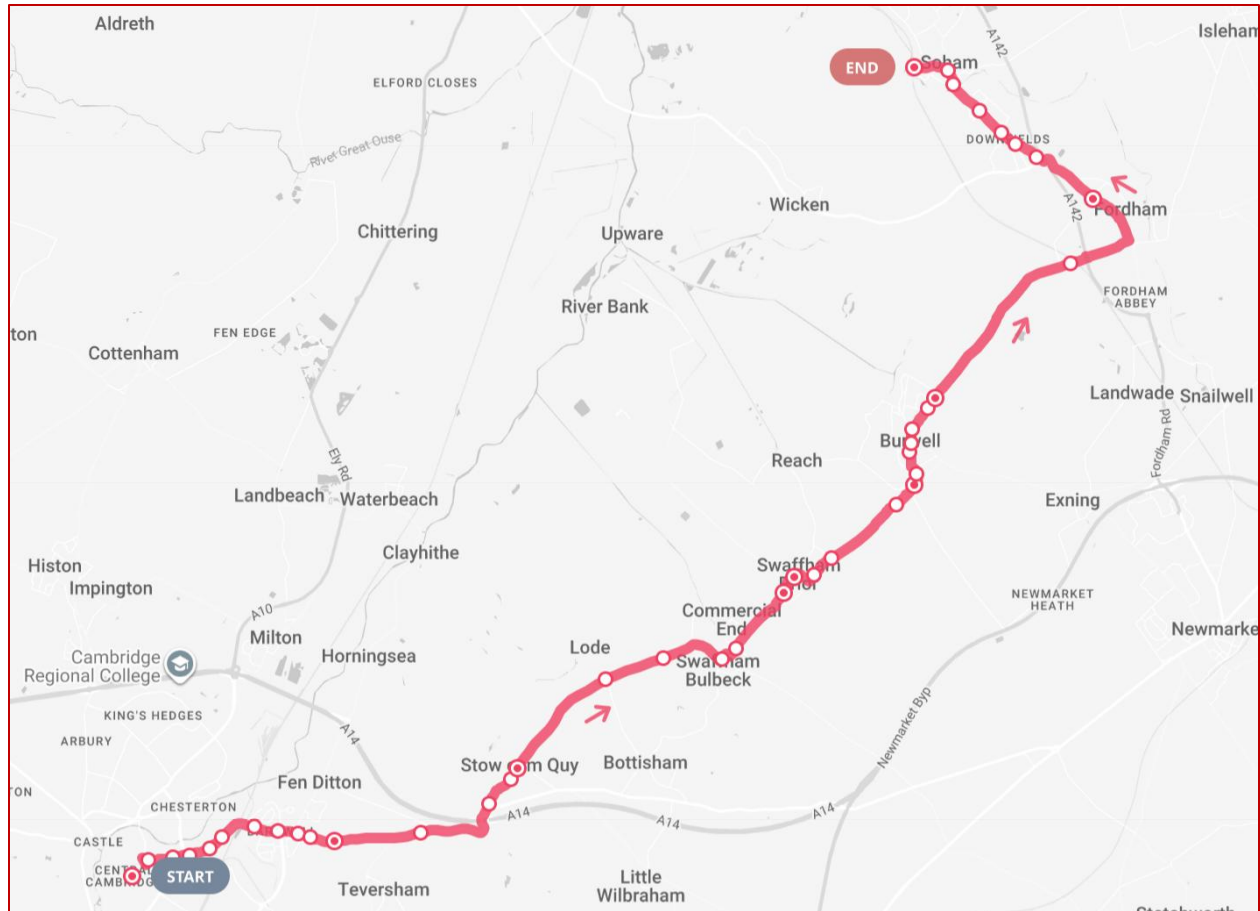


Final Proposed Route - T3 Service: Cambridge to Cambridge North Station:

<https://feedbackmap.optibus.co/9JUH5wjtga0iU1WPa5HBtu-0hqvYE7EipeD7H8KM0c>



Final Proposed Route – T4 Service: Addenbrooke's Hospital to Newmarket:
<https://feedbackmap.optibus.co/8dJ2XJy6Hcko0pKLg9UIW6hIoBE0BoYhcJJv8ITw9NE>



Final Proposed Route – T5 Service: Cambridge to Soham:

https://feedbackmap.optibus.co/bV5D686lkkq-5W_OE3-ZLEvs19GXvy3JLxXI8gYSzds

Cambridge, Haslingfield, Melbourn, Fowlmere and links into Hertfordshire & Bedfordshire

Initial Proposal:

Services proposed to see change are:

- ◆ 17: Cambridge to Guilden Morden
- ◆ 26: Cambridge to Royston
- ◆ 75: Cambridge to Wrestlingworth
- ◆ 114: Chesterton to Addenbrookes Hospital

Current PVR of services – 6.

In the absence of operator passenger data, we do not recommend making major changes until a clearer picture of current usage has been established.

Services in South Cambridgeshire provide less connectivity compared with those elsewhere in the CPCA area, with low frequencies, long journey times and operational inefficiencies. We therefore consider the area a priority for future public transport investment and support joint working with Hertfordshire County Council to improve links to Royston and onward rail connections to London.

Although a range of service options was assessed, many would require buses to cross railway level crossings. With up to 12 trains per hour using these crossings, the resulting effect on reliability and journey times would make such options unsuitable. We also identified significant Section 106 funding available in Barrington. However, as the current service 75 already has a high cost per passenger, simply adding further funding to the existing service is unlikely to be sustainable.

We have, therefore, developed a simplified network offering higher and more usable frequencies. As part of this, the existing service 75 would be replaced by new service T25. The change reflects overlap with the Bedfordshire-funded service X75, introduced last year, which now serves Wrestlingworth, Tadlow and Wimpole.

New service T25 will operate as a clockwise circular serving Harlton, Haslingfield, Barrington and Orwell, while Wimpole, Tadlow and Wrestlingworth will remain served by service X75 and Arrington and Croydon by Tiger on Demand. It will run approximately hourly for most of the day, with selected journeys timed to maintain school links. The morning school journey will serve Cambridge Bus Station and then continue to Hills Road Sixth Form and Long Road Sixth Form after forming the next T26 journey to Royston.

At the Central Bedfordshire Council cross boundary workshop, discussions concluded that although the new changes mean that the 75 will no longer be serving some areas, losing the 75 is not a major issue. The X75 largely covers areas that will now be unserved by this service, and the X75 may even be extended later in 2026 to continue along Hills Road and to Addenbrookes Hospital.

New service T26 will replace the current service 26 between Cambridge and Royston, before continuing hourly throughout the day to Guilden Morden via Bassingbourn. The route will provide significantly improved connections across South Cambridgeshire through faster, more frequent and more direct links, and the operating day will be extended to provide more journey opportunities.

Fowlmere will be removed from the route to reduce journey times and will instead be served by new service T27. Whaddon will no longer be served by the route and will instead be covered by Tiger on Demand. Every other journey will serve either Cardiff Place or Park View in Bassingbourn, improving end-to-end journey times to Litlington, Steeple Morden and Guilden Morden. Journey times from Royston to Guilden Morden will be reduced by up to eight minutes, while journey times from Cambridge to Guilden Morden will reduce from around 115 minutes to 92 minutes.

At the Hertfordshire County Council cross boundary workshop, council officials expressed that they were happy to see a more frequent and direct route to Royston, something they felt had been lost for a while. They were pleased to see that Trumpington Park and Ride is included in the proposed T26 service, making the route competitive with the rail service. Hertfordshire County Council expressed an interest in extending the T26 south of Royston, to intersect funds from Section 106, which could make the scheme more affordable.

New service T27 will connect most of the villages previously served by route 17 between Royston and Cambridge. Harston will no longer be served by this route and will instead be covered by Tiger on Demand, while Melbourn will continue to be served at an enhanced frequency by service T26. These changes will allow service T27 to operate directly between Royston and Fowlmere, improving journey times.

Between Addenbrooke's Hospital and Cambridge, service T27 will replace the current service 114 during off-peak periods, reducing duplicated mileage while maintaining a direct link to the city centre for through passengers. The route will also continue to Chesterton, as at present on service 114, and will provide new links from the villages to Beehive Retail Park. Peak-time journeys will continue to operate directly between Cambridge and Addenbrooke's Hospital to maintain the route's attractiveness to commuters. The existing single daily journey to Barley will be retained at broadly similar times to the current service.

These proposed changes may increase the overall cost to CPCA, so community feedback, together with further insight from passenger usage data, will be of paramount importance in evaluating the proposal.

The summary of the initial service proposals is:

- ◆ T25: Cambridge to Haslingfield, Barrington & Orwell
- ◆ T26: Cambridge to Royston & Guilden Morden
- ◆ T27: Chesterton & Cambridge to Addenbrooke's, Fowlmere & Royston

The PVR for this proposal is 7.

Revised Proposal Following Stakeholder Engagement:

Service 75

The initial proposal was to revise the route to operate as an hourly circular service utilising Tiger on Demand for coverage to Arrington and Croydon.

The final proposal is as initial, and to recontract the service as a package with service T5 to offer an hourly connection for Barrington (utilising developer funding). The proposal is to revise the route to operate via Trumpington and Grantchester to reduce overlap with service 18, and allow service 18 to be straight-lined to provide additional time to serve Eltisley. This service will now be referred to as the T25.

Service 17 & 26

The initial proposal was to rearrange the services to provide an hourly fast service between Guilden Morden, Bassingbourn, Royston, Melbourn, Foxton, Harston and Cambridge and introduce a less frequent service between Royston, Fowlmere, Newton, the Shelfords, Stapleford, Addenbrooke's Hospital and Cambridge.

The final proposal is to utilise the new provision from the Tiger on Demand service to cover Foxton. The service proposed will provide a new faster connection from Guilden Morden at a two hourly frequency. The proposal is to work with the incumbent operator via demin to enhance the commercial 26 service to operate via Fowlmere and Newton (not Foxton) to run at an hourly frequency. The Shelfords will be served by a revised 114 service.

The final proposed service will now be referred to as the T26.

Service 114 (originally Chesterton to Addenbrookes Hospital)

The initial proposal was for the 114 service to become part of the initially proposed replacement for the 17 service.

The final proposal is to provide a significantly more comprehensive hourly service between Cambridge and Hauxton via the existing 114 route to Addenbrooke's Hospital, and then onwards to Stapleford, the Shelfords, and Hauxton where the service will loop before terminating. In addition, extended operating hours are proposed to provide better connectivity and a partial replacement for the T3 service. To avoid confusion, we will refer to this proposal as the T27 service.

Consultation Findings:

Fowlmere: The public consultation findings showed that Fowlmere attracted particularly strong concern. Many respondents opposed the loss of the current 26 link or argued that the proposed replacement would be slower, less direct, and less useful for travel to Cambridge, Foxton, Melbourn, or Royston. Concerns included the loss of station access and reduced suitability for work, shopping, and education. This concern was shared by Councillors in the area who strongly opposed the removal of Fowlmere from the 26 service, stating that the initial proposal would effectively remove the well-used public transport from Fowlmere, leaving users with no viable transport options other than relying solely on car usage. This concern is reflected in the final service proposal to Guilden Morden which will now loop via Fowlmere and Newton. It should also be

Whaddon: Some survey respondents were unhappy at the prospect of Whaddon losing the 17 service, particularly for connections to Royston. 5 out of the 610 responses to these questions specifically mention Whaddon being left without a service, specifically in relation to access to Royston train station for services into Cambridge. This concern is shared by councillors in the area who feel that the current service level in Whaddon could be easily maintained by allowing buses to continue to the corner of Bridge Street and Church Street in Whaddon, stop there and then turn around. Therefore, SYSTRA recommends looping Whaddon into the proposed Guilden Morden service, particularly if data should become available to demonstrate relatively high demand in this area.

Earlier and Later Services: The survey findings also demonstrated a strong theme for earlier morning and later evening services. This is particularly important for commuters needing to arrive before 9am, hospital and shift workers, and students with variable college timetables. In many areas, respondents said the proposed routes might improve geography but still fail to meet real travel needs if operating hours remain too limited. This feedback is reflected in the final 114 service proposal which recommends a more comprehensive hourly service, extended operating hours and maintenance of the connection to Addenbrookes Hospital.

Melbourn: Another example of commuters wishing to use these services, is specific feedback received regarding commuters in Melbourn wishing to access Cambridge City Centre via the new proposed Guilden Morden service, stating that the timetable does not provide a genuinely useful service for commuters from Melbourn to Cambridge City Centre, especially if they have to stay at work late. The new proposed timetable offers three services from Melbourn to arrive in Cambridge before 9am, and services leaving Cambridge on weekdays at 16:45, 17:10 and 18:10.

Key business stakeholders: CUH also expressed concern regarding operating hours, stating that services need to align with NHS shift patterns which fall outside of the usual commuter peaks. The final proposal to provide a more comprehensive 114 service via the existing route to Addenbrooke's hospital should go some way to address these concerns.

One village mentioned by CABU as no longer having direct access to Addenbrooke's Hospital is Hauxton, which was proposed to no longer be served by the 17 service, although it had been added to the DRT network. The final proposal for the 114 service addresses this concern, with Hauxton included in the hourly service to Addenbrooke's Hospital. This also reflects some feedback within the public consultation findings of Hauxton being missed.

CABU feedback has also mentioned the fact that residents of Harston will no longer have a direct link to Addenbrooke's Hospital. This is mirrored in some comments within the public consultation survey feedback. However, the final proposal for the 114 service addresses this concern with a more substantial service linking the north east of Harston to Addenbrookes.

New Development Considerations:

Haslingfield Road: SYSTRA is aware of a pot of Section 106 funding in the Haslingfield Road area in Barrington, this funding is described as for 'bus service and infrastructure improvement contribution, means the sum of £182,000 to be used towards the improvement, maintenance and/or diversion of the existing or new bus service serving the development.' This funding can be used to implement the changes proposed to the 75 service, as this service will pass this development site.

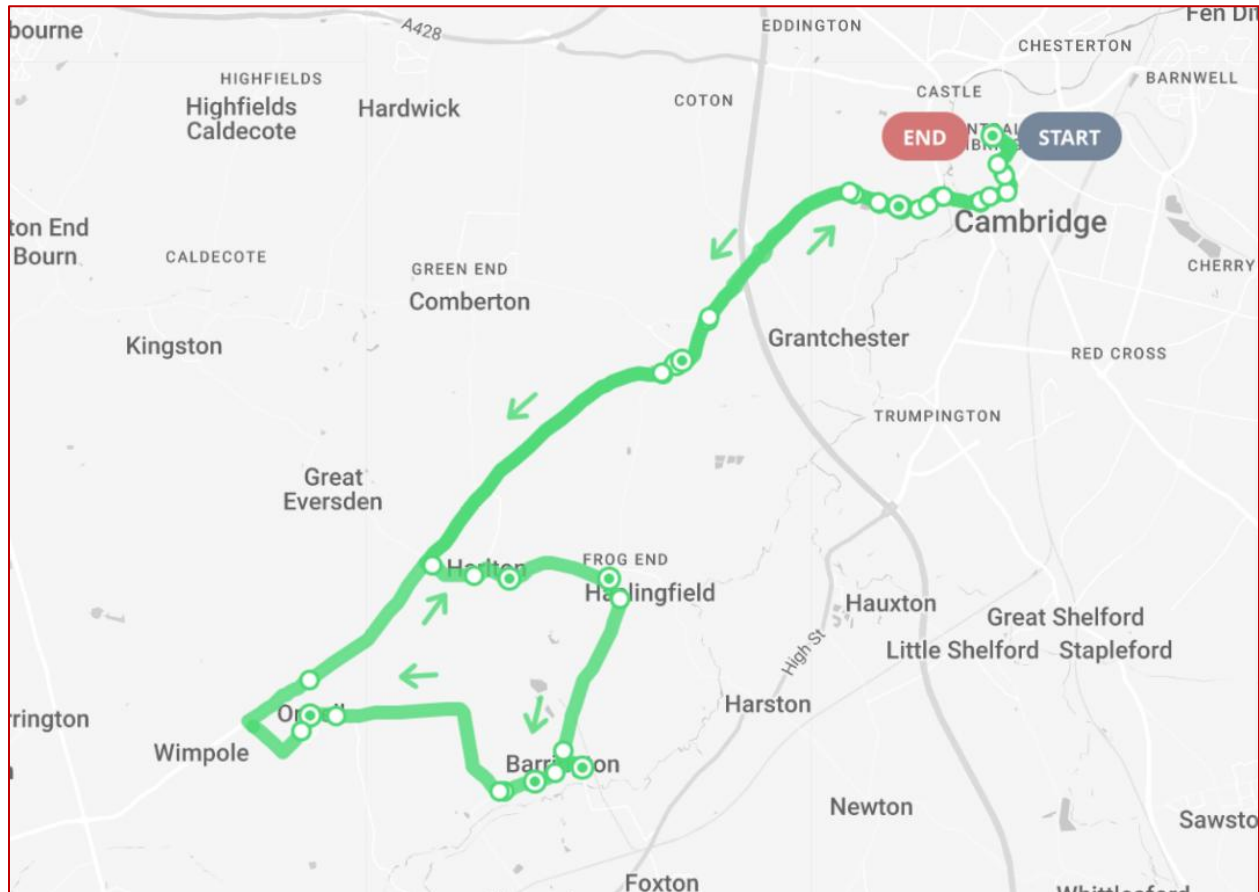
Western Orbital Bus Services: SYSTRA is also aware of another source of Section 106 funding that could directly be used to provide the changes proposed to the 26 service. This funding is provided for 'provision of bus services along the Western Orbital bus route scheme at junction 11 of the M11 or a comparable bus service or public transport related improvement that will reduce demand for traffic on the Addenbrookes access road corridor'. There is £55,639.28 available here, and this final service proposal could be seen as a way of reducing demand on the access road corridor.

The summary of the final proposals is:

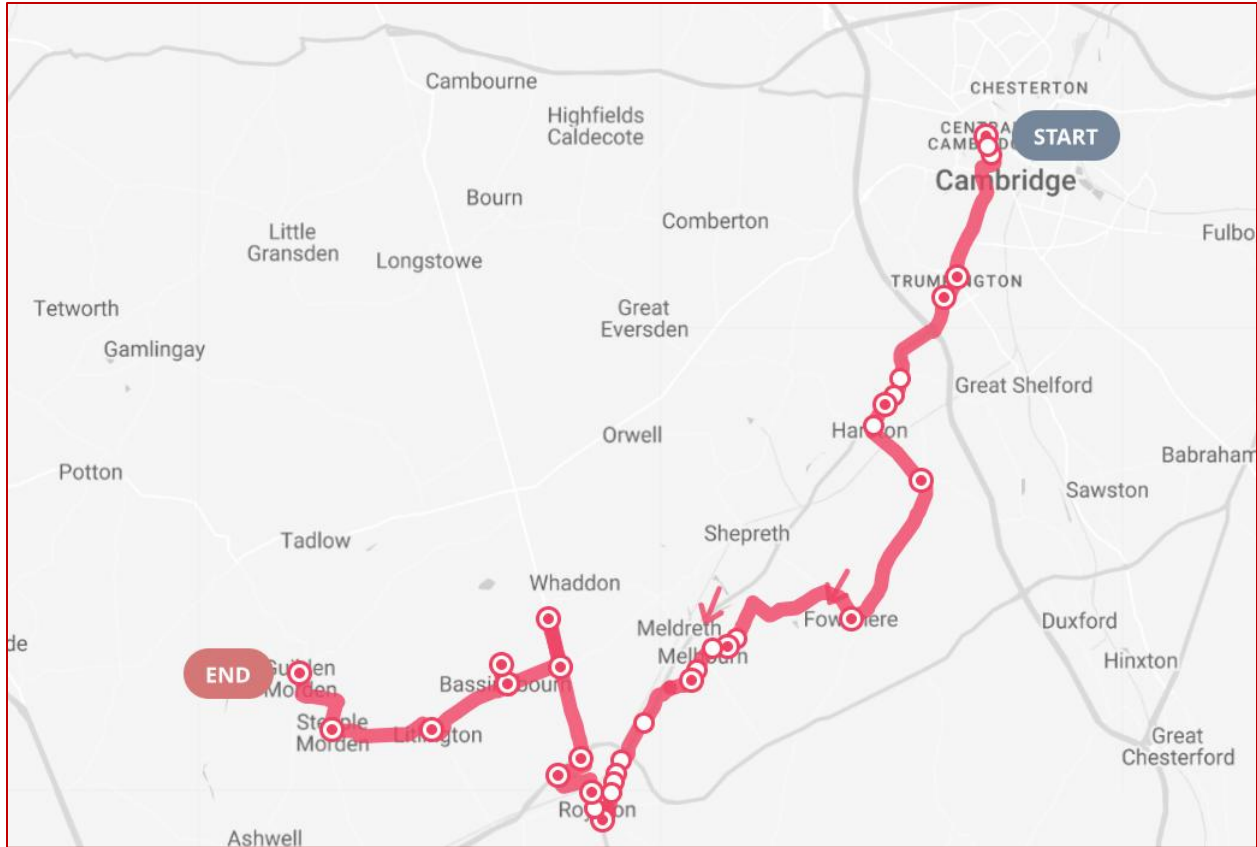
- ◆ T25: Cambridge to Haslingfield, Barrington & Orwell
- ◆ T26: Cambridge to Guilden Morden
- ◆ T27: Cambridge to Hauxton

The new PVR for these services will be 6.

Maps of new proposed services

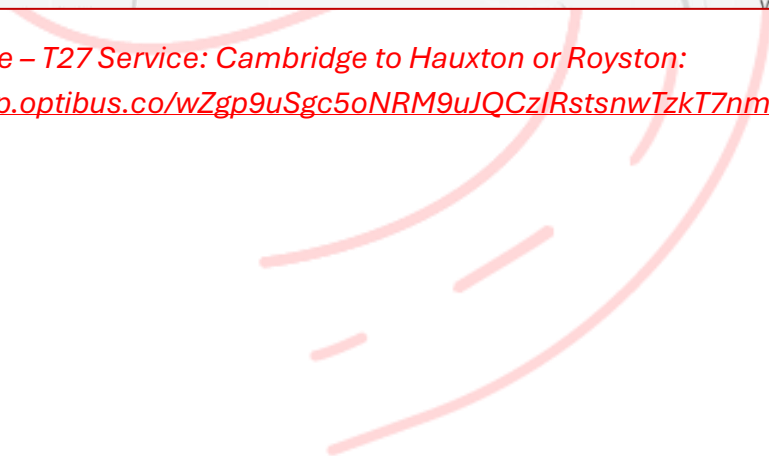


Final Proposed Route – T25 Service: Cambridge to Haslingfield, Barrington & Orwell:
<https://feedbackmap.optibus.co/ZzHYrxMw4lsirp6drYeoDy58spCAEig6j9i1eui9s1o>



Final Proposed Route – T26 Service: Cambridge to Guilden Morden:

<https://feedbackmap.optibus.co/1DgkMp9UiNnVlwKaArAHnNYA6gc31cXhIT2YEXegUwk>

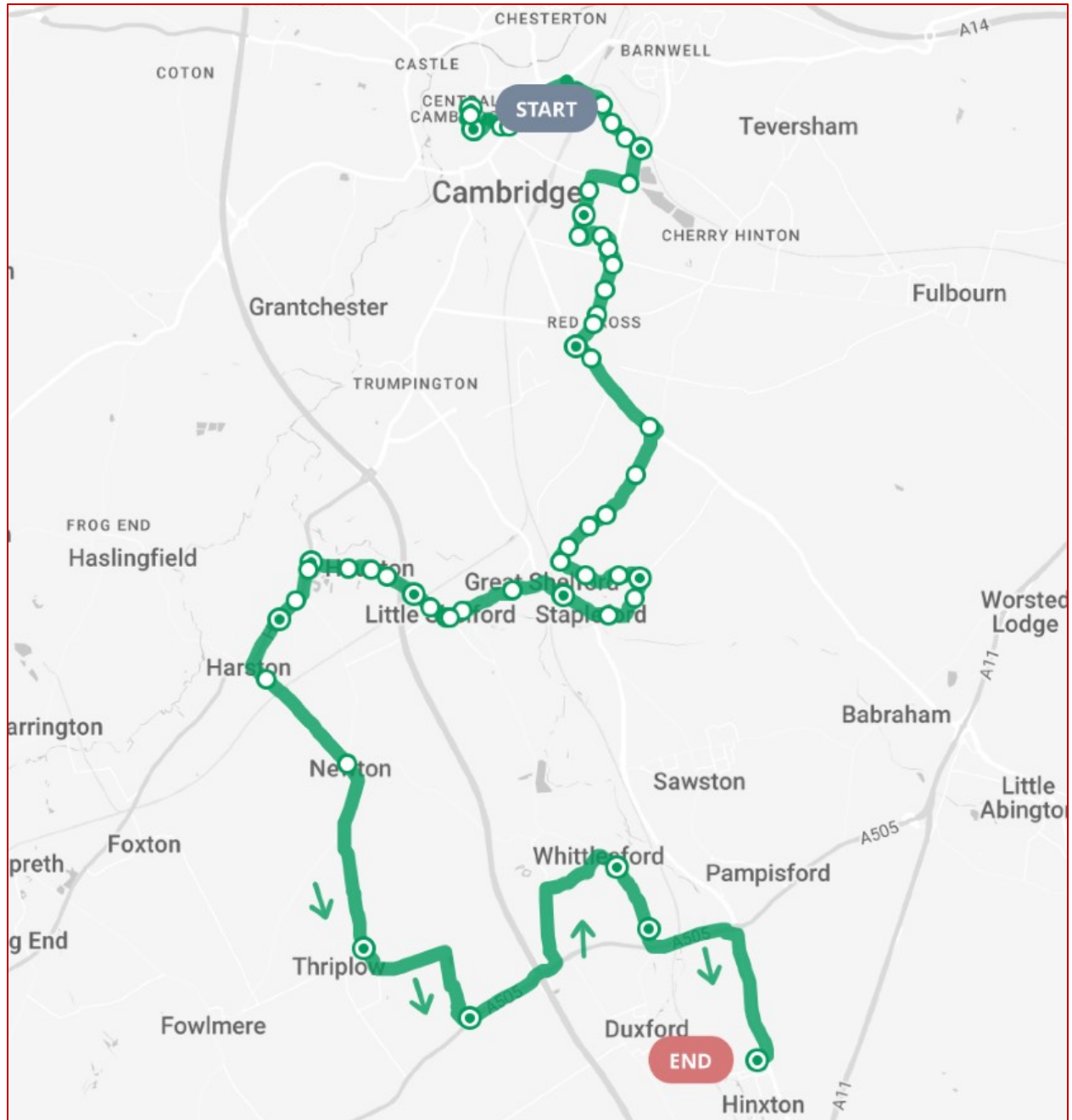


Final Proposed Route – T27 Service: Cambridge to Hauxton or Royston:
<https://feedbackmap.optibus.co/wZgp9uSgc5oNRM9uJQCzIRstsnwTzkT7nm4H-wjz7BU>



Final Proposed Route – T27A Service: Cambridge to Royston:

<https://feedbackmap.optibus.co/Gkf88D5vDgz9PLVUuXjB-ERBPJl3ItAeA96ZsxN0Ajl>



Final Proposed Route – T27H Service: Cambridge to Hinxton:

https://feedbackmap.optibus.co/6V1torUHbjeNm20vgOIGQN3MuhJ8FN1_gvWyOVYSgw0

Huntingdon & Kimbolton and links into Bedfordshire

Initial Proposal:

Services proposed to see change are:

SYSTRA

- ◆ 28: Bedford to Kimbolton
- ◆ 400: Huntingdon to Kimbolton
- ◆ 401: Huntingdon to The Giddings

Current PVR of services – 2.

Review of current usage on services 400 and 401 has identified that passenger demand from many villages along these routes is extremely low and is better suited to the Demand Responsive Transport service already in place.

Accordingly, services 400 and 401 is proposed to be replaced by extending route 28 to Huntingdon. The resource released through this change will be used, in partnership with Bedfordshire, to provide a direct bus link between Bedford and Huntingdon. This will create a stronger and more practical strategic connection for passengers in Huntingdonshire, Bedfordshire and the villages along the existing routes.

The extended route 28 will improve connectivity between Huntingdon and Bedford by providing a faster end-to-end public transport journey without the need to change buses, while retaining all existing school connections.

Alconbury will continue to be served by service AW1. There is an option to introduce a fixed-time Demand Responsive Transport journey to provide coverage from Woolley, Barham, Buckworth, Upton, Hamerton, Little Gidding, Great Gidding, Winwick, Old Weston, Leighton Bromswold, Spaldwick, Easton and Stow Longa, where current demand is very low.

Initial communications with Bedford Borough Council on this proposal have been positive, they would be happy to work together to extend service 28 from Kimbolton to Huntingdon via Grafham and Ellington to offer improved links between Bedford and Huntingdon.

The summary of the initial service proposal is:

- ◆ 28: Bedford to Huntingdon

The PVR for this proposal is 2.

Revised Proposal Following Stakeholder Engagement:

Service 28

Retain proposal and work with Bedford Borough Council to extend service 28 from Kimbolton to Huntingdon via Grafham and Ellington to offer new improved links between

Bedford and Huntingdon. This is aimed to improve connectivity and opportunity for the villages in both Huntingdonshire and Bedford Borough and subsequently increase usage.

Consultation Findings

There was little specific negative feedback in the survey responses regarding the proposal to extend the 28 service and remove the 400 and 401 services, which may be taken to indicate broad acceptance of the proposal, however there was some mention that the proposed route is slightly too long to be considered appealing. The following comments were recorded in reference to the 28 proposal: *“I like the idea of Huntingdon to Bedford but sadly not direct”, “Service 28 will be stopping at Ellington so we would use it to get to Huntingdon”, “It would be really nice to go direct to Bedford”.*

SYSTRA has noted a small amount of negative feedback regarding the fact that Great Gidding will now no longer be served within this proposal. This includes the areas surrounding Great Gidding such as Old Weston, Winwick, Hamerton, Barnham, Alconbury whose service has now completely disappeared. However, it is noted that the current service, the 401, that serves these areas only once a day on weekdays in both directions and has very low patronage.

New Development Considerations

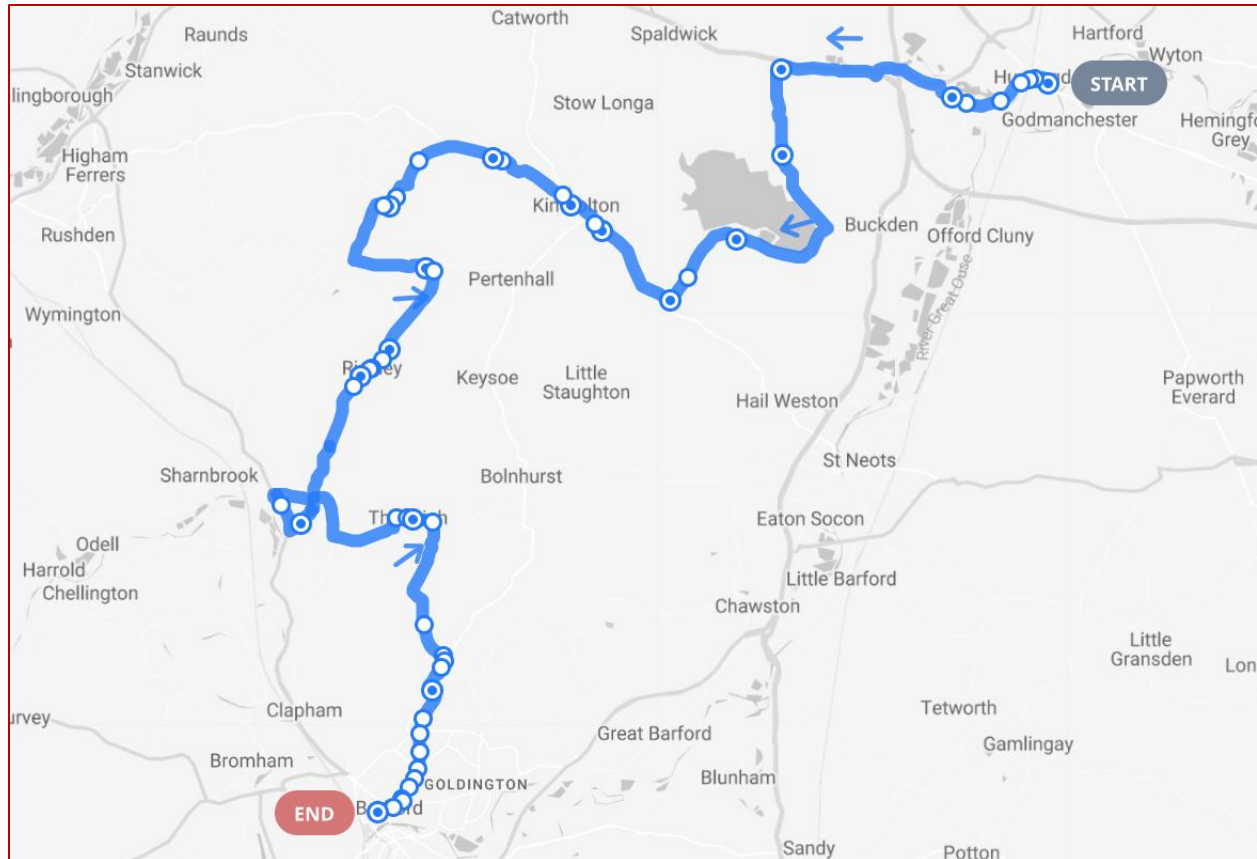
SYSTRA is not aware of any new developments or sources of Section 106 funding that may impact this service.

The summary of the final service proposal is:

- ◆ 28: Bedford to Huntingdon

The new PVR will be 2.

Map of new proposed service



Final Proposed Route – 28 Service: Bedford to Huntingdon:

https://feedbackmap.optibus.co/8_INOYBreJZSpLe3ii6DMG9b186BN_Krp-Q8IIrYSZc

Wisbech, March, Chatteris and links into Norfolk

Initial Proposal:

Services proposed to see change are:

- ◆ 46: Wisbech to March
- ◆ 56: Wisbech to Manea or Benwick
- ◆ T7: Wisbech to Chatteris
- ◆ 60: Wisbech to Downham Market

Current PVR of services – 6 (excluding Norfolk CC 60).

The current service T7 duplicates some of Norfolk County Council's tendered service 60 between Wisbech and Three Holes. However, the link from Wisbech and Manea to Chatteris remains strategically important to CPCA, and the network has, therefore, been revised to better serve Cambridgeshire residents and improve connectivity across Fenland.

Under this proposal, current service 56 will be extended beyond Manea to Chatteris and will operate hourly, creating a more sustainable long-term service and substantially improving links between March and Manea.

At the same time, the current service 46 between Wisbech and March will increase to an hourly frequency. Together, new services T55 and T56 will provide two coordinated buses per hour between Wisbech and March. To avoid confusion with the separate service 46 between Wisbech and King's Lynn, the Wisbech–March route will be renumbered as service T55. Service T55 will also continue beyond March to Benwick and Ramsey, providing new fast and direct links to Ramsey and Doddington Hospital.

Christchurch will no longer be served by a fixed-route service under this proposal, allowing faster and more direct links to be maintained between Wisbech, Manea and Chatteris. Demand on current service T7 through Christchurch is very low and will instead be met by the Fenland Demand Responsive Transport service.

It is advised that CPCA keep the wider Fenland network under review, with future consideration to be given to how services such as Zip2 and 302 might be incorporated to enhance the overall network, improve links to Ely, and support greater operational efficiency.

For Norfolk, options for tendered service 60 were reviewed in conjunction with proposed changes to CPCA service T7. Several cross-boundary opportunities were identified, including improved links between Wisbech and Downham Market, better connectivity to Littleport and Ely, and potential coordination with other services to strengthen onward travel opportunities.

The options considered were:

- revising service 60 to provide an enhanced Wisbech to Downham Market link
- improving connections with rail services at Downham Market
- improving links from Norfolk to Littleport and Ely
- extending service 37 from Southery to Littleport and Ely
- coordinating revised services with service 9 to enhance provision between Littleport and Ely

The recommendation is that these options should remain under consideration by Norfolk County Council as part of service review work linked to changes to CPCA service T7.

The summary of new services proposed are:

- ◆ T55: Wisbech to Ramsey
- ◆ T56: Wisbech to Chatteris

◆ 60: Wisbech to Downham Market

The new PVR for these services will be 6 (Excluding Norfolk CC).

At the cross boundary workshop with Norfolk County Council, these proposed changes were extensively discussed. Norfolk officials expressed that they were pleased to see the proposed removal of the T7 service, as they have continuously expressed concerns about abstraction from the 60 service, and are having to pay the bus operator large subsidies because of this. They would like to see the change happen soon, but if not possible have suggested the following low-level changes to the service prior to its full removal:

- ◆ Take the service out of Three Holes and Emneth
- ◆ Make the service a limited stop in Upwell and Outwell to mitigate abstraction from the 60 service

Norfolk County Council representatives have expressed that they are happy to deal with any potential backlash from the public should it arise from introducing these changes.

Revised Proposal Following Stakeholder Engagement:

Service 46

Retain current service, but SYSTRA recommends minor amendments to remove irregular service patterns which could be replaced by improvements to service 50.

Service 56

Heavily revise service to offer faster connections between Wisbech, March and Chatteris, leaving Benwick served by Tiger on Demand services and a different replacement service (See T7) for Manea. Improved operating hours and better connectivity across the network will be achieved through a more direct route which is more attractive to users. Users will see later services to March from Chatteris and Wisbech, and Doddington Hospital will be served at an improved frequency, this improvement is based on political feedback.

Service T7

Following feedback, a new service will be formed between Chatteris, Manea, Manea Rail Station, Christchurch and March. This would operate 2 hourly and connect with rail

services to Peterborough. To avoid confusion, we will refer to this proposed service as the 57 service.

Consultation Findings

More Frequent Services: Many survey respondents said they would be more likely to use the proposed network if buses were more frequent, ran earlier and later, and provided better access to key destinations such as Wisbech, March, Chatteris, Ramsey, and rail stations in March and Manea. A few respondents welcomed the prospect of simpler or more frequent services, particularly on the March–Wisbech corridor, and several comments suggested that improved links to train services would make public transport significantly more useful for commuting, education, healthcare, and leisure travel.

Missed Communities: A substantial proportion of comments express concern that the proposals would leave some communities worse off, especially rural villages that appear to lose direct service coverage, such as Christchurch, Upwell, Outwell, and Emneth. Respondents from these areas frequently described the bus as a lifeline, particularly for people without cars, older residents, students, and those travelling to work, college, medical appointments, or shops. Several comments argued that removing these links would increase social isolation and make essential journeys much harder or impossible, particularly in the evening when alternatives are limited or unavailable. These findings indicate that the revised final proposal to introduce a minibuss service linking Christchurch to Chatteris, Manea and March would be well received.

However, this still leaves Upwell, Outwell and Emneth missed, significant negative feedback was received regarding the lack of service proposed in these areas. Respondents describe these villages as already poorly served and say the proposals risk making this worse, particularly by reducing evening travel and removing the improved connectivity offered by the T7. However, these villages will remain served by the 60 service for access to Downham Market and Wisbech, where onward rail and bus services can be connected to.

New Development Considerations

SYSTRA is aware that Section 106 funding totalling £290,160 has been secured for bus service enhancement within Wisbech in connection with the development at Land East of Stowe Lane, Wisbech. This funding should be considered when considering the future development of both the 46 and 56 services, as it may provide an opportunity to support service enhancements, improve coverage, or strengthen connectivity within Wisbech and the surrounding area. The Land East of Stowe Lane development is a 25-to-35-acre housing development site approved for 325+ new homes by Fenland District Council, featuring full

permission for 101 initial properties and outline plans for a further 224 built by Seagate Homes.

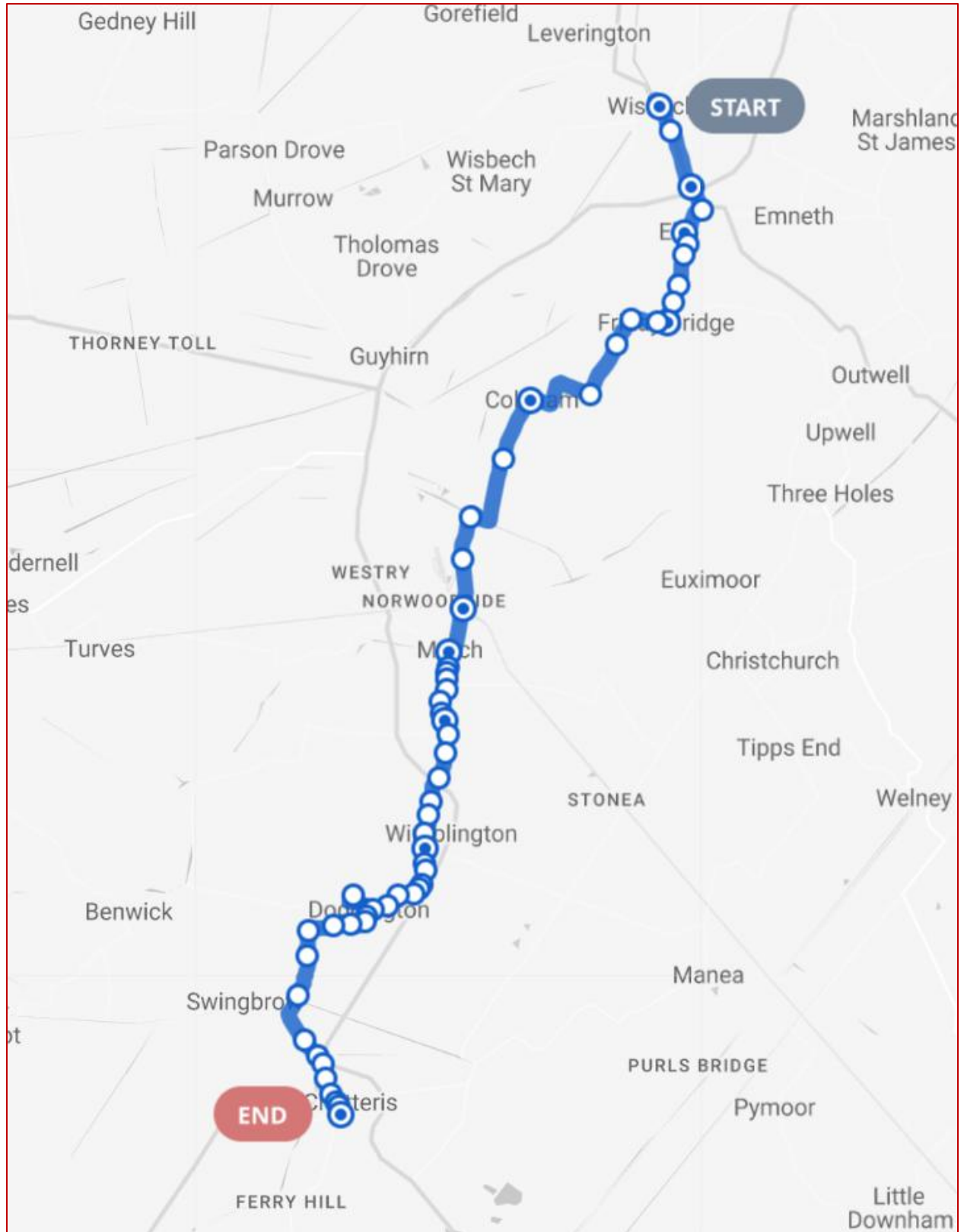
The summary of the final service proposals is:

- ◆ 46: Wisbech to March
- ◆ 56: Wisbech to March and Chatteris
- ◆ 57: Chatteris, Manea, Christchurch and March
- ◆ 60: Wisbech to Downham Market

The new PVR for these services will be 6 (Excluding Norfolk CC 60).

Maps of new proposed services

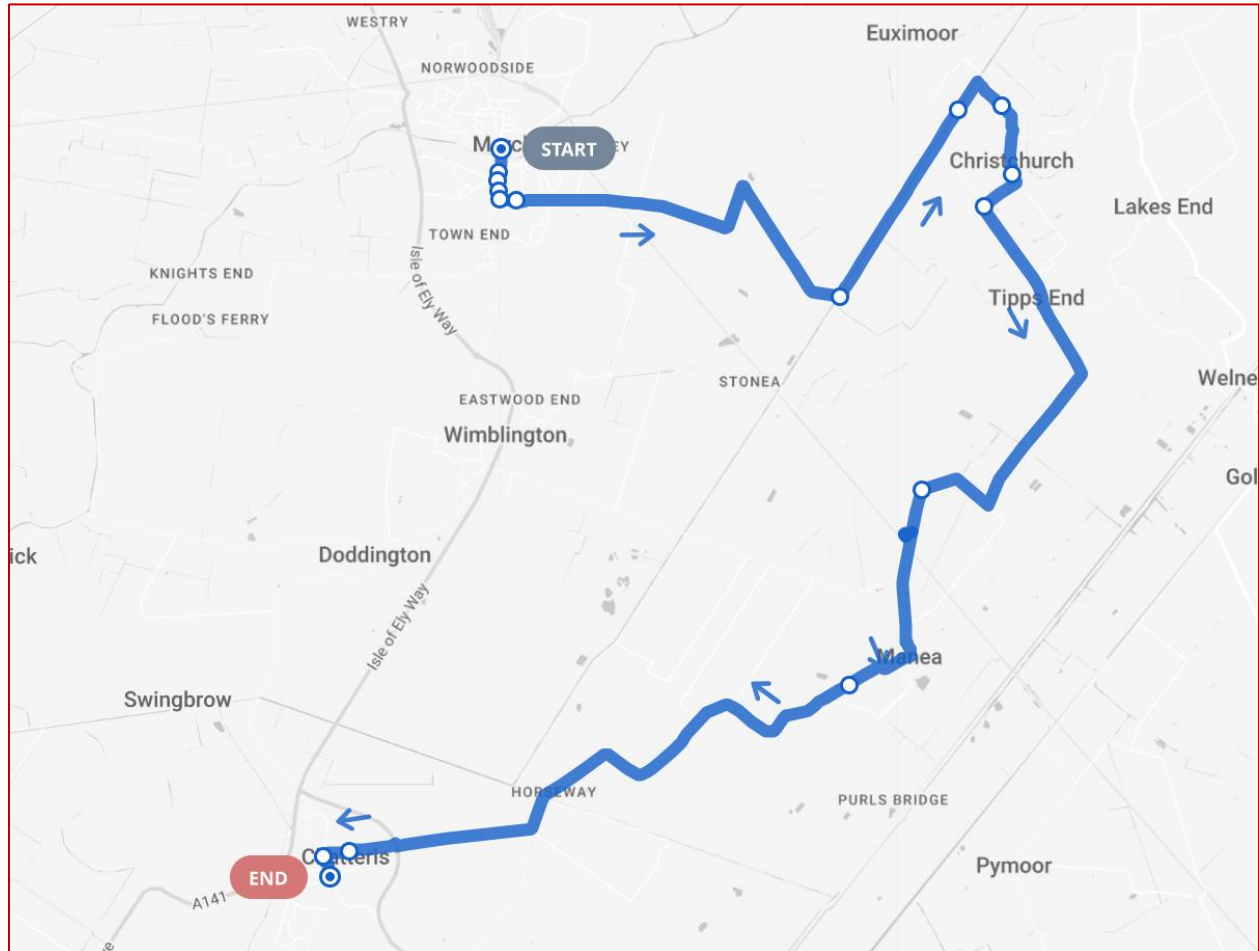




SYSTRA

Final Proposed Route – 56 Service: Wisbech to March and Chatteris:

<https://feedbackmap.optibus.co/Oyhilh6F-zp2U2MdUNjDKJak0XpMqF4pCCwuorg5ygg>



Final Proposed Route – 57 Service: Chatteris, Manea, Christchurch and March:

<https://feedbackmap.optibus.co/FJDEvld731WJZ5akMz-3BtXpCeYRGPWpp-agpl-QUA>

St Neots, Papworth Everard, Bar Hill and St Ives

Initial Proposal:

Services proposed to see change are:

- ◆ 5A: St Ives to Bar Hill
- ◆ 8: Cambridge to Papworth Everard
- ◆ 67: St Ives to St Neots
- ◆ 68: St Ives to Boxworth

SYSTRA

Current PVR of services – 4.

To provide a better and more cost-effective network, it is proposed that current services 5A, 8, 67 and 68 will be replaced by two new routes: service T67 and service T68.

Current service 5A will be replaced by services T67 and T68, which will follow the existing route between St Ives and Bar Hill every 60 to 120 minutes. Journeys will continue to be timed to meet school travel needs for Swavesey College, and the increased frequency and longer operating day will provide two additional return trips each day on this section. Beyond Bar Hill, the routes will split, with service T67 continuing to St Neots and service T68 continuing to Cambridge.

New service T67 will replace the existing links currently provided by services 8 and 67 between Bar Hill, Boxworth, Elsworth, Papworth Everard and St Neots. It will operate every 120 minutes and will provide Boxworth and Elsworth with a more frequent and more practical service. At Bar Hill, passengers will be able to connect to service 5 for journeys into Cambridge, or to Longstanton Park and Ride for the Cambridge to St Ives Busway. In St Neots, journeys will serve St Neots railway station and will be timed to connect with rail services towards London. The extended operating day will also make commuting and leisure travel more practical.

New service T68 will replace the existing Cambridge-bound links currently provided by services 5A, 8 and 68. It will operate from St Ives to Bar Hill along the existing service 5A corridor before continuing from Bar Hill into Cambridge via the current route of service 8, giving more villages a direct link to Cambridge city centre. The two return journeys beyond Bar Hill will operate at broadly similar times to the current service 8.

Hilton, Knapwell and Conington will no longer be served by the replacement for route 8, but will remain served by Dews Coaches service 9 and Tiger on Demand. This will allow faster journeys for passengers from Elsworth and Papworth Everard towards Bar Hill and Longstanton, with journey time savings of around 15 minutes. Demand from Hilton, Knapwell and Conington is currently extremely low.

The summary of the initial proposal is:

- ◆ T67: St Ives to St Neots
- ◆ T68: St Ives to Cambridge

The PVR for this proposal is 3.

Revised Proposal Following Stakeholder Engagement:

Service 5A & 8

SYSTRA

Services 5A and 8 are no longer proposed to change, and the proposed T67 and T68 will not be introduced. The new Service 65 will instead provide the key connection between St Neots and St Ives. However, Service 69 (previously 68) will be withdrawn as part of these changes.

Service 65

Estimated Cost of Initial Proposal: £0

It was initially proposed that the 65 service would cease to operate as all current journey opportunities are covered by Tiger on Demand. Following feedback from communities along the current route, as well as feedback from other nearby communities, we have generated a new proposal which looks to maintain current travel options by a fixed line bus route, but then also further enhance the travel opportunities to incorporate more transport connections which currently do not exist that are likely to have a demand. The service offers better and unique bus service links to communities across the area which would result in significant benefit for the communities served.

Following significant feedback from the community, available funding has been reviewed to offer an improved service which provides connections between St Ives and St Neots. The new service would reconnect the Hemingfords to the bus network and provide Godmanchester with a direct route to St Ives and St Neots. Timings will be coordinated with trains to London at St Neots. This proposal means the Offords and Great Paxton retain a fixed bus service. Buckden is no longer served, however service 66 continues to operate.

Consultation Findings:

Findings from the public consultation survey support the introduction of a St Neots – St Ives connection. Some respondents describe the restoration of this link as a ‘massive help’, saying they would use it for leisure or visiting family, and view it as better than having to travel via Cambridge or having no service at all. Another respondent says they are ‘very likely’ to use the network because it would provide a ‘direct and more regular connection from St Neots to St Ives’. Another respondent notes that they ‘used to use the 67 to see family’ and that the proposed network would allow travel between St Ives and St Neots again. The survey responses indicate that there is a clear underlying demand for a bus link between the two towns. Although the proposal has changed on review, the survey responses indicate that there would be support for the proposed changes to the new 65 service (see 65 service proposal).

Southoe: Within the survey responses, Southoe was mentioned within 5 separate responses as an example of complete exclusion, with respondents describing isolation and how a bus service would be a valuable lifeline. Southoe will continue to be served by Tiger on Demand, however it is recommended that service to this village be reviewed again in the future.

Key stakeholders: Hemingford Grey Parish council noted that no improvements were proposed for the Hemingfords under the initial proposals, and there would still only be two days a week with a bus service to the Hemingfords. The council provided significant evidence in support of the reconnection of the Hemingfords, including the results from a bus survey conducted in 2024 showing strong support for a more frequent Hemingfords–St Ives connection. Most respondents said they or someone in their household would use it, with many expecting to use it several times a week. The strongest demand is for near-home pick-up, with the main destinations being St Ives town centre, the Guided Bus/Park & Ride, shops, and health-related destinations. Respondents were mostly older residents, with preferred operating times broadly from 8am to 6–8pm. Comments were generally positive, stressing that the service would be much needed, should complement existing buses, and would be especially valuable for an ageing population. This feedback has been considered when producing the final proposal for the 65 service.

New Development Considerations

SYSTRA is aware of a development in St Ives, known as Land West of Orchard House, Houghton Road, for which funding totalling £160,708 has been confirmed to support and assist bus services serving the development and nearby areas within St Ives. In addition, there is further development potential along Houghton Road, where Bellway Strategic Land is considering the submission of an outline planning application to Huntingdonshire District Council for up to 295 new homes on land north of Houghton Road, on the boundary of St Ives and Wyton on the Hill. The proposals include up to 40% affordable housing, a community linear park, and improvements to pedestrian, cycle, and vehicle infrastructure on Houghton Road and in adjacent residential areas. These developments should be closely monitored for any current or future funding contributions that could be used to support and enhance the proposed new service between St Neots and St Ives.

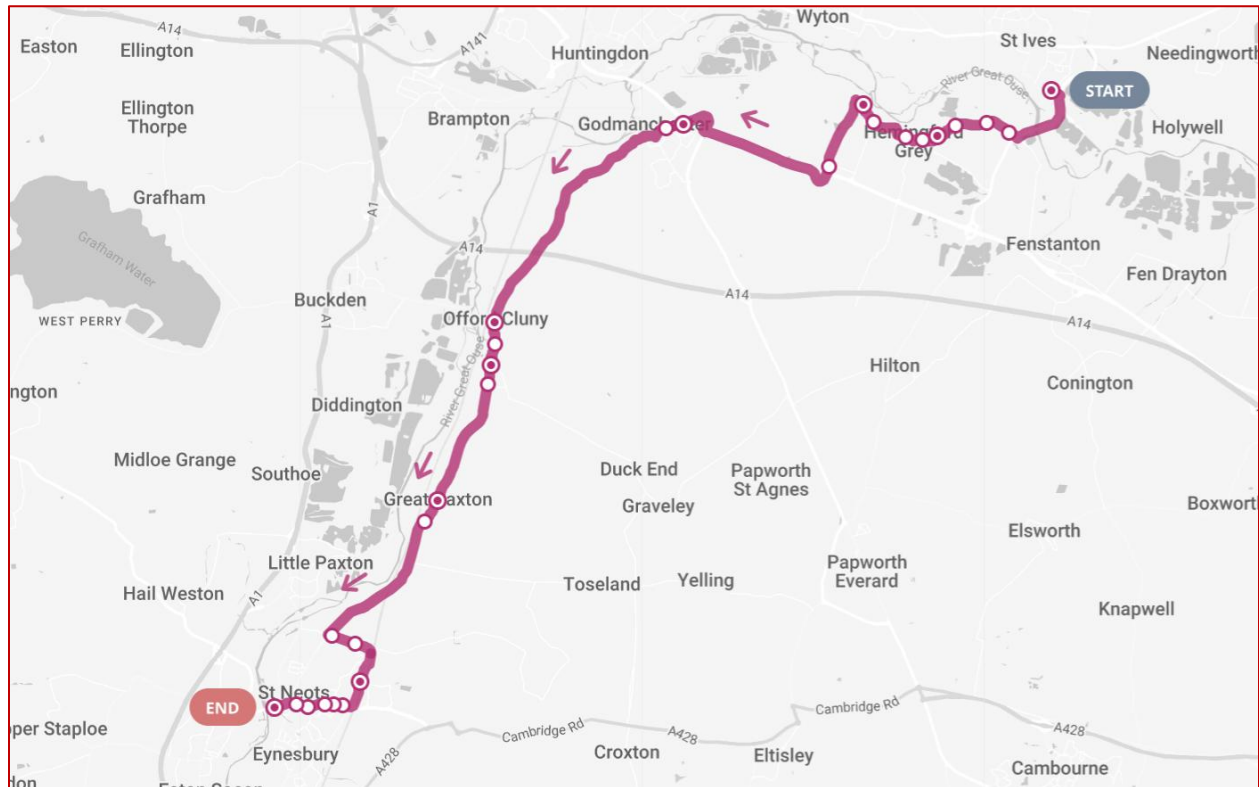
The summary of the final proposals are:

- ◆ 5A: St Ives to Bar Hill
- ◆ 8: Cambridge to Papworth Everard
- ◆ 65: St Ives to St Neots

The new PVR for these services will be 4.



Maps of new proposed services



Final Proposed Route – 65 Service: St Ives to St Neots:

<https://feedbackmap.optibus.co/1LdHkXIYmKAelmDExekyH2R-LR5yiDjliAmi2ZRmBLU>

St Ives, Earith, Somersham, Ramsey and enhanced links to Huntingdon

Initial Proposal:

Services proposed to see change are:

- ◆ 301 / 301S / 301V / 301X: St Ives to Ramsey
- ◆ T1: Cambridge to Huntingdon
- ◆ T12: Longstanton to Sutton

Current PVR of services – 4.

The current arrangement of services 301, 301S, 301V and 301X is complex and can be difficult for passengers to navigate. It is, therefore, proposed to replace these services with new service 30, simplifying the network for villages north of St Ives and providing more

frequent and more attractive links for Needingworth, Bluntisham, Earith, Colne and Somersham.

New service 30 will operate in a circular pattern around these villages, enabling a higher-frequency service to be delivered efficiently. The service will operate hourly for most of the day. Two return journeys per day will also continue onward to Pidley, Warboys, Bury and Ramsey, retaining these important shopping links.

Woodhurst has been identified as having very low usage on the current 301 services and, as a result, will no longer be served by a fixed-route service. Tiger on Demand will continue to provide coverage in the Woodhurst area.

Service T1 will be extended from Huntingdon to St Ives via the former 904 route. This proposal will reintroduce a popular fast and direct bus link between Huntingdon and St Ives, with an hourly frequency across the full route.

The enhanced services 30, 30A, 30C, T67 and T68 will provide replacement coverage for most journeys currently operated by service T12. It is understood that usage from Sutton is low, although supporting data has not been provided by the operator to verify this.

The summary of the initial proposal is:

- ◆ 30 / 30A / 30C: St Ives to Somersham and Ramsey
- ◆ T1: Cambridge to Huntingdon and St Ives

The PVR for this proposal is 4.

Revised Proposal Following Stakeholder Engagement:

Service T1

No changes to the T1 service. This is because SYSTRA has been made aware that an operator is currently evaluating the opportunity to offer a link between St Ives and Huntingdon commercially.

Service 301

As per initial proposal (30 / 30A / 30C): enhance the service to a comprehensive hourly service operating as a circular service with 2 journeys per day operating to Ramsey. The

enhanced service will provide part replacement to the T12 service and offer an improved service to the villages in the area.

This proposed new service will not run around St Ives Town on a Saturday; this will have implications on the 300 service which will now need to run on a Saturday to fill this gap.

It is still recommended that the T12 be withdrawn and replaced by the proposed enhancements to the 301 service.

Consultation Findings

Survey Response Overview: Analysis of the consultation survey responses shows that 320 people answered the questions relating to bus service changes in Huntingdonshire. Of these respondents, 27% said the proposed changes would make their journeys easier, while 28% felt they would make their journeys harder, and a further 28% said the changes would make little or no difference to their journeys.

T1 Service Changes: A recurring theme in the responses was the value placed on the current fast T1 service. Many respondents expressed concern that including St Ives within the T1 route could increase journey times, reduce reliability, and make bus travel less competitive when compared with driving. At the same time, there was also clear support for introducing a fast and direct connection between Huntingdon and St Ives, with many respondents indicating that they viewed this positively. The concerns regarding the extension of the T1 service will not stand anymore, as the proposal is to keep the service the same, with a commercial service to St Ives expected to be introduced.

Fen Drayton: Within the Huntingdonshire responses, 12 separate comments specifically referred to Fen Drayton being bypassed. These respondents suggested that the T1 service could be diverted to serve the village and felt that Fen Drayton had been overlooked in the proposals. However, SYSTRA is aware that the roads in Fen Drayton are not currently suitable for the vehicles that are used to operate the T1 service, and diverting via Fen Drayton would prevent this service from being a fast connection. Also, the 5a service will continue to operate in Fen Drayton connecting residents to St Ives, Bar Hill, and Swavesey where connections can be made to Cambridge.

T12 Service Withdrawal: Of the 320 responses to the Huntingdonshire proposals, 9 specifically referred to the proposed withdrawal of the T12 service. These respondents expressed disappointment about the potential loss of service to Longstanton, Earith, and Colne. However, under the proposals, service 30 would serve Colne and Earith, while Longstanton would remain served by the T1. There is, however, concern from residents of Earith that want to get to Northstowe and Longstanton, this link will be lost with the new

proposals. Comments raised concerns about the effect this would have on school, college and leisure access for residents of Earith wishing to travel to Longstanton. Longstanton and Northstowe would continue to be served by service 5 for connections to Bar Hill and Cambridge, and residents of Earith can connect to St Ives for the Busway services.

Key business stakeholders: CABU has raised concerns regarding the proposed withdrawal of the T12, noting that it would remove the direct link between the two sides of the Great Ouse and leave only a significantly longer alternative route via St Ives. At the same time, the case for the proposal is based on the understanding that demand for the T12 has been extremely low. However, it is also noted that five separate survey responses identified the loss of a connection in Sutton as a negative impact. That said, Sutton would continue to be served by the Zip network, and connections to Cambridge would remain available via rail from Ely or on Service 9.

New Development Considerations

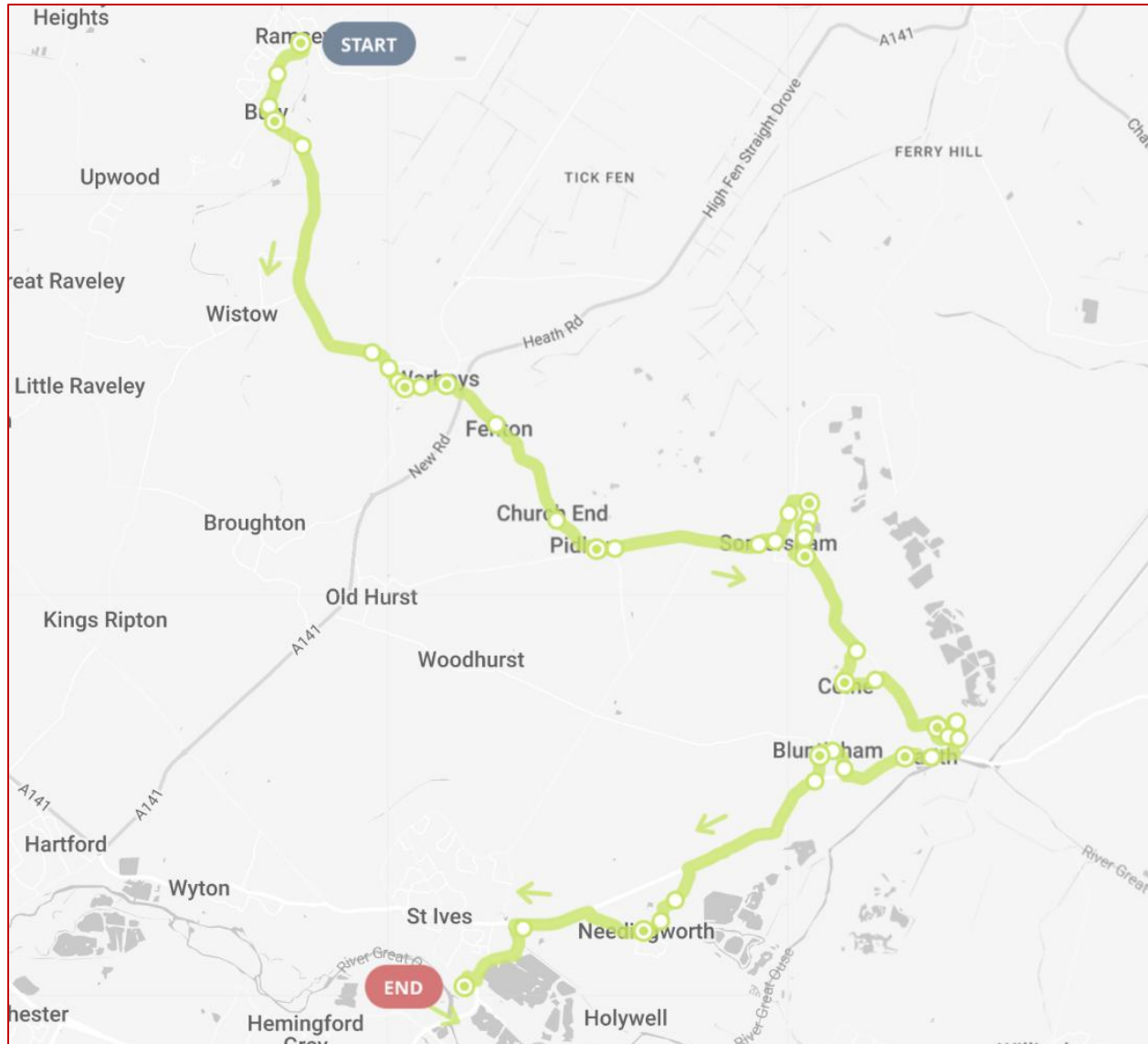
As the T1 service passes by the town of Northstowe, there is likely to be significant development-related funding that could be explored to support potential service enhancements or extensions. SYSTRA is aware of two possible Section 106 funding streams associated with the Northstowe development. Northstowe Phase 3B includes £160,000 of Section 106 funding available for the extension of an existing bus service or the provision of a new bus service to serve the development, while Northstowe Phase 3A includes a further £640,000 for the same purpose. Taken together, these funding opportunities should be examined in more detail to determine whether they could be used to enhance or extend the T1 service in line with the needs of the development and the wider corridor.

The summary of the final services proposed are:

- ◆ 30 / 30A / 30C: St Ives to Somersham and Ramsey
- ◆ T1: Cambridge to Huntingdon

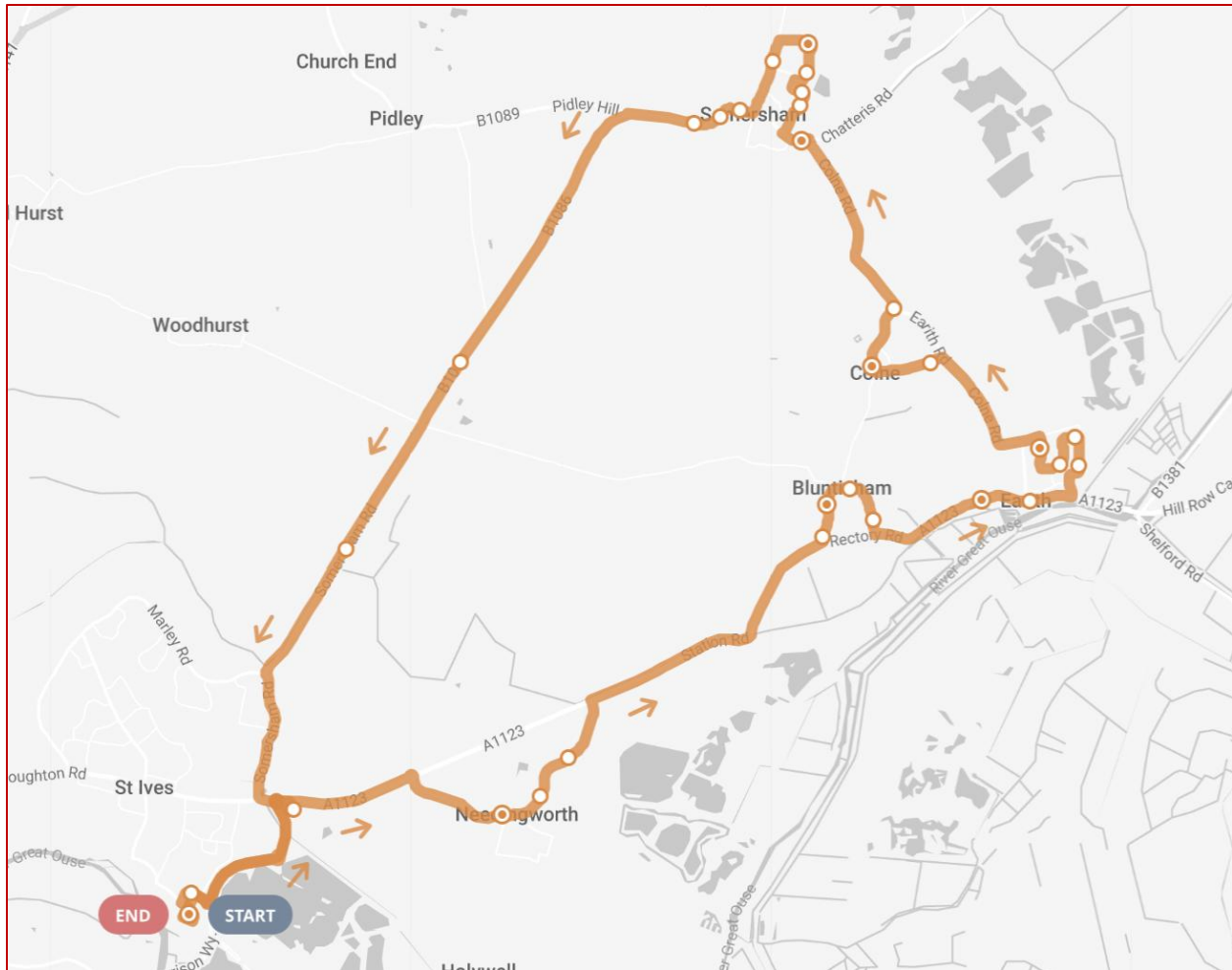
The new PVR for these services will be 3.

Maps of new proposed services



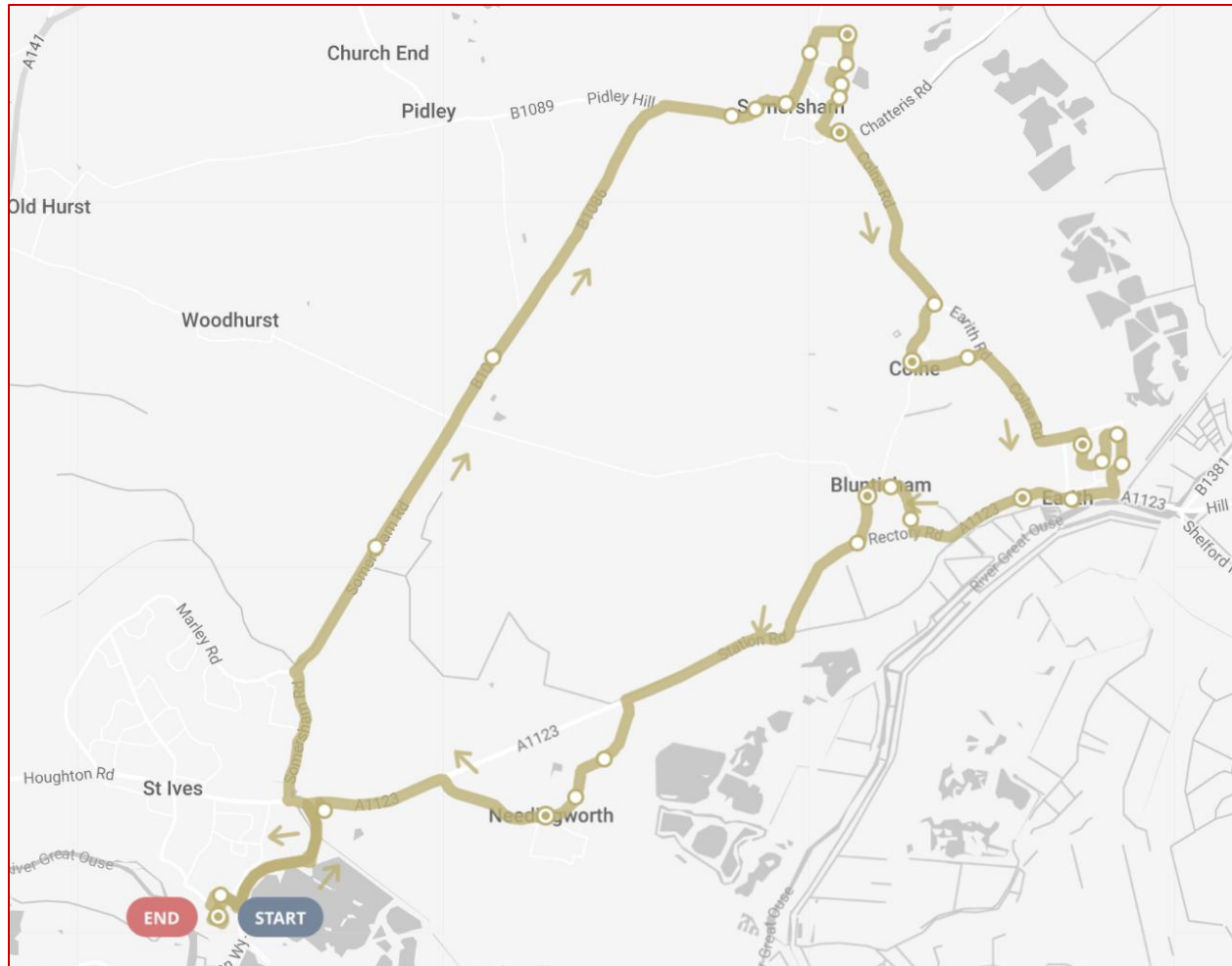
Final Proposed Route – 30 Service: St Ives to Somersham and Ramsey:

https://feedbackmap.optibus.co/szJCfl0zFqcqllhIPfvO0RkpvhCGKQGa1DU-_NtOVCo



Final Proposed Route – 30A Service: St Ives to Somersham and Ramsey:

https://feedbackmap.optibus.co/6P5G861BCD0X2x2HiAaH8xUyESjSKvq0i_fr6LAS7Wk



Final Proposed Route – 30C Service: St Ives to Somersham and Ramsey:

https://feedbackmap.optibus.co/Mzb7Yj4ZKHjJw2nr5Ai4muHCnt_AnqzgXfXmIsVZqmo

East Cambridgeshire and links into Suffolk

Initial Proposal:

Services proposed to see change are:

- ◆ 13B: Castle Camps - Linton
- ◆ 16A: Cambridge to Great Thurlow
- ◆ 18: Newmarket Park and Ride – The Wilbrahams - Newmarket
- ◆ 19: Burrough Green to Haverhill
- ◆ 47: Brinkley to Newmarket
- ◆ 203: Isleham to Newmarket
- ◆ 204: Isleham to Newmarket
- ◆ 900 series: Newmarket circulars

Current PVR of services – 3

It is proposed that new services 119 and 120 be introduced as replacements for the existing 13B, 16A, 18, 19, 47, 203, 204 and 900 series Newmarket circular services.

Service 120 will operate as a new peak-time commuter service to Addenbrooke's Hospital, providing one journey in each direction on Mondays to Fridays from Isleham via Chippenham, Snailwell, Newmarket, Cheveley, Saxon Street, Little Ditton, Stetchworth, Dullingham, Burrough Green, Brinkley, Willingham Green and Balsham. This will create new journey opportunities towards Cambridge for several Cambridgeshire villages.

Service 119 will operate as a new approximately two-hourly service, Mondays to Saturdays, between Newmarket Tesco and Haverhill, serving Newmarket, Cheveley, Saxon Street, Little Ditton, Woodditton, Stetchworth, Dullingham, Burrough Green, Brinkley, Willingham Green, Weston Colville, West Wickham, Balsham, Linton, Shudy Camps, Castle Camps and Haverhill.

Under the proposed replacement network, Great Thurlow will no longer be served, while Ashley will continue to be served by service 312. It is noted that demand from the villages not included in the proposed network is extremely low.

The summary the initial proposal is:

- ◆ 119: Newmarket to Haverhill
- ◆ 120: Addenbrooke's Hospital to Isleham

The PVR for this proposal is 2.

Revised Proposal Following Stakeholder Engagement:

Services 16A, 18, 19, 47, 203, 204, 901, 902, 903, 904

The initial proposal was to withdraw all services and replace with a simplified service operating between Newmarket and Haverhill via East Cambridgeshire villages, with a peak journey in each direction to Addenbrooke's Hospital from Islesham and Newmarket. This proposal is still recommended.

Concerns have been raised regarding off peak connectivity to Isleham, therefore it is proposed to introduce a once daily round trip service within this contract to run on Tuesday, Wednesday, Friday, and Saturday from Isleham to Cambridge. This will be referred to as the 121 service.

Consultation Findings:



Survey Overview: 52% of respondents that answered questions specifically about the East Cambridgeshire proposals stated that they were either ‘somewhat likely’ or ‘very likely’ to use the proposed network. Many respondents recognised potential benefits of the proposals, particularly where they provide more direct journeys, better access to key destinations, or improved connections for work, education, and leisure.

Missed Villages: There are repeated references to places where respondents believe service provision is missing or insufficient, including Teversham, Islesham, West Wickham, Ely, Burwell, Wicken, Ashley, Weston Colville, and Southoe.

Teversham stands out as a repeated concern. 11 out of the 148 responses to the East Cambridgeshire questions specifically mention the omission of Teversham, many stating that a service from Teversham to the Cherry Hinton area would be appreciated. One respondent stated: “You are again removing service from Teversham/Barnwell. One of our few options to travel south towards Cherry Hinton. It’s terrible. Stop removing services and isolating your poorest citizens”. Several comments state that if the existing limited service is removed, residents would be forced to walk 30-40 minutes to the nearest stop in Cherry Hinton or Newmarket Road Park & Ride. Concerns also focus on the impact on elderly people, people with disabilities, school pupils and workers travelling to Addenbrooke’s or Cambridge. It must be noted that the PR2 service continues to serve Teversham one round trip daily, however, SYSTRA recommends that the proposed 121 service from Islesham stops in Teversham before heading to Fen Ditton and then Cambridge.

Islesham is mentioned in 8 separate responses. The dominant concern is that the proposed service is too limited. People ask for direct or more frequent links to Newmarket, Soham, Burwell, Ely and Cambridge, and some worry that the proposed Addenbrooke’s journey would be too long to be practical. The proposed 121 service recommended to serve Islesham should address these concerns.

Key business stakeholders: Chippenham Parish Council has raised strong concerns about the proposal to withdraw the existing Tuesday and Saturday bus services to and from Newmarket. The Parish Council’s central concern is that, because there are currently no other daytime bus services through Chippenham, removing these journeys would leave residents without any daytime public transport and would significantly reduce access to shops, services and onward travel.

The Parish Council recognises that bus routes and passenger demand must be reviewed periodically and accepts that difficult decisions may sometimes be required. However, it considers that the complete loss of these services would have a disproportionate impact

on Chippenham and nearby communities, particularly given the limited alternatives currently available.

In response, the Parish Council has set out an alternative package of measures. It welcomes the proposed 120 service, but stresses that the timetable should continue to provide a connection at Newmarket with Service 12, including arrival in time for the 07:20 departure and connection with the 18:00 return journey. The Council also proposes that the 120 service should be amended to serve Newmarket Railway Station, which would improve onward connectivity to Cambridge via the 07:16 rail service and the 18:06 return train, this suggestion is seen as sensible so the final proposal reflects this.

New Development Considerations:

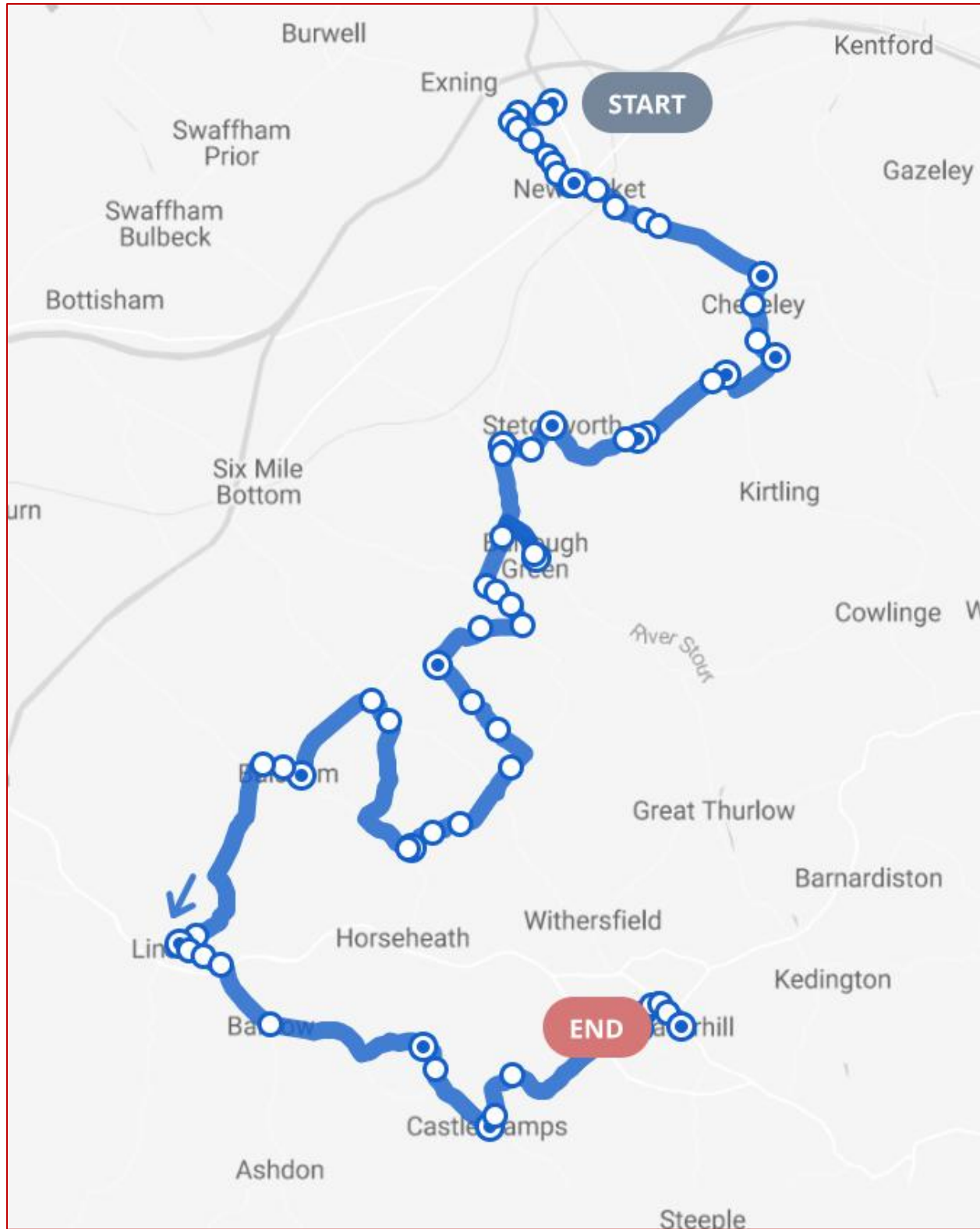
Significant development is planned across East Cambridgeshire, as highlighted in the 'new development considerations' section of the 'Cambridge Orbital Services and services from Cambridge towards Soham and Suffolk' part of this report. The additional demand arising from these growth areas should be carefully considered when future-proofing these services.

The summary of the final services proposed are:

- ◆ 119: Newmarket to Haverhill
- ◆ 120: Addenbrooke's Hospital to Isleham
- ◆ 121: Isleham to Cambridge

The new PVR for these services will be 3.

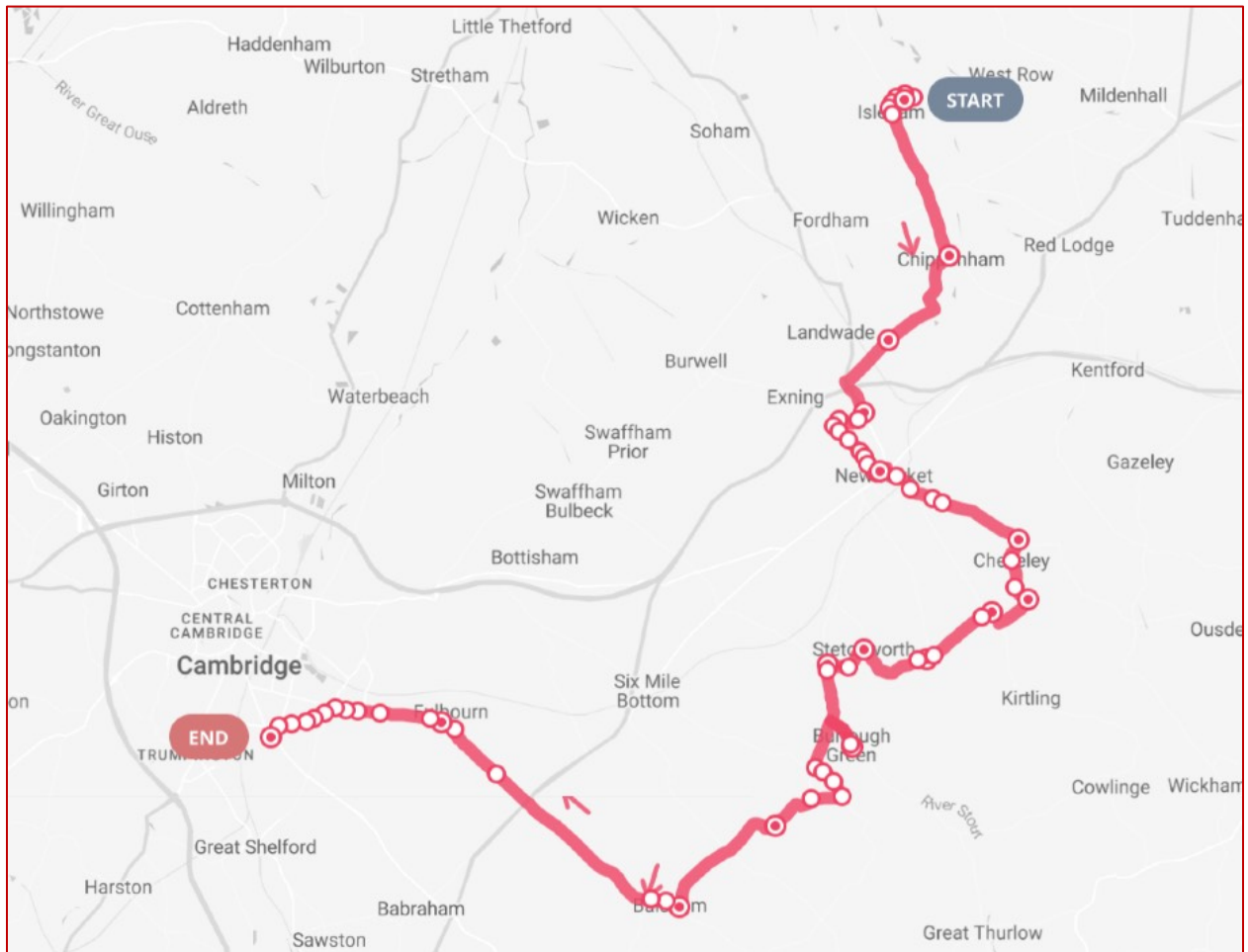
Maps of new proposed services



Final Proposed Route – 119 Service: Newmarket to Haverhill:

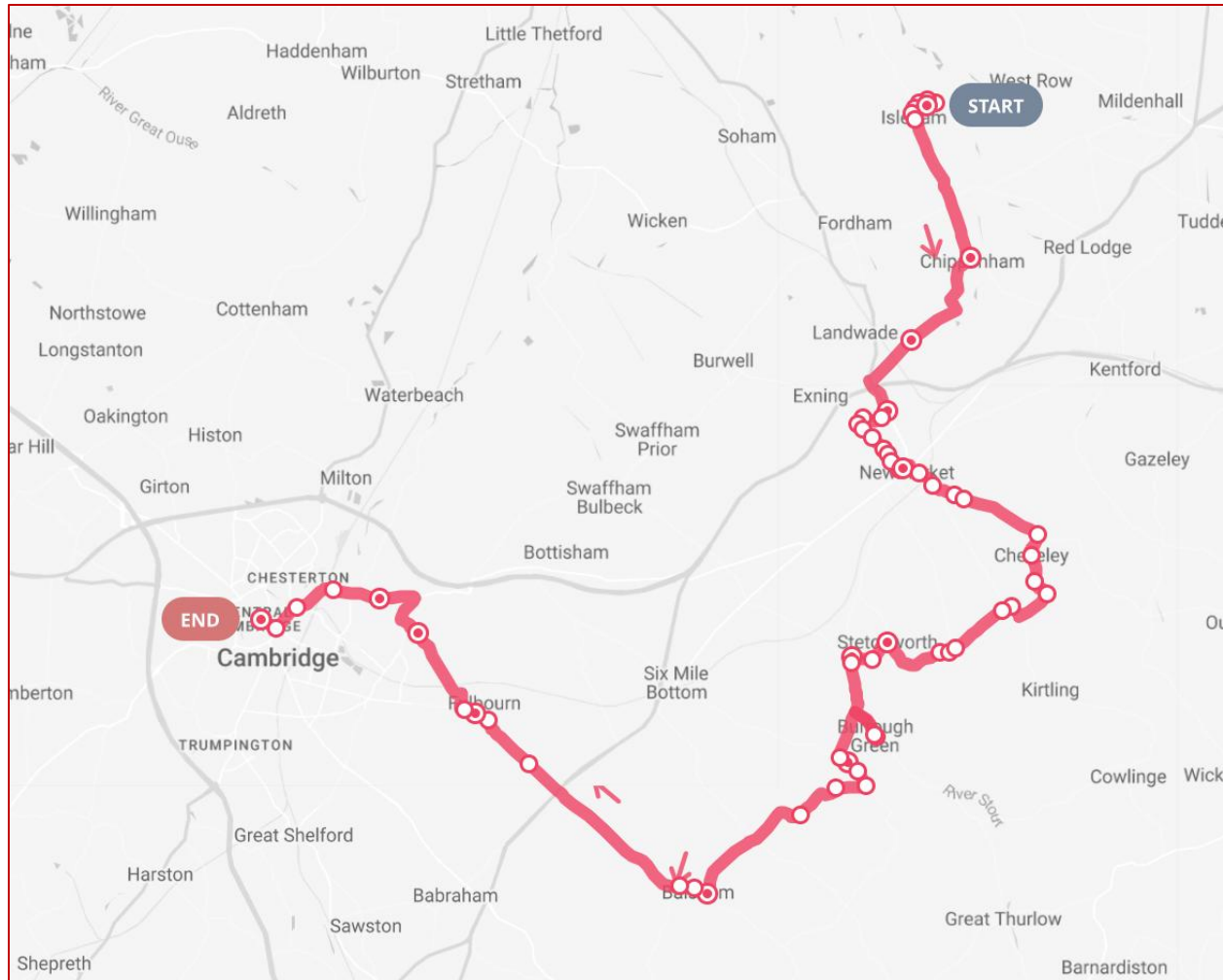
<https://feedbackmap.optibus.co/YWlnMrGooH1emMx2Ve7mpwjii7IPN4oH8nT1ToVT5NU>

SYSTRA



Final Proposed Route – 120 Service: Addenbrooke's Hospital to Isleham:

<https://feedbackmap.optibus.co/D8FtriVH6nRDdjbxeUTgbGMOueDSfRW3jS9Scr0xRHA>



Final Proposed Route – 121 Service: Isleham to Cambridge:

https://feedbackmap.optibus.co/Nl0DFh_dD-Ffz83z1XUo3Y8O4Bs5gjlwUGOeCjEc0cs

Peterborough - Maxey Service

Initial Proposal:

Services proposed to see change are:

- ♦ 62: Peterborough to Maxey

Current PVR of services – 1.

It is proposed that current service 62 will be revised and renumbered as service T42. The new service T42 will operate at a regular two-hourly clockface frequency and will follow a more direct route in Werrington to speed up journeys. Alternative travel options in

Werrington will remain available on service 1. The service will be operated using a dedicated vehicle resource.

The summary of the initial proposal is:

- ♦ T42: Peterborough to Maxey

The PVR for this proposal is 1.

Revised Proposal Following Stakeholder Engagement:

Service 62

Introduce route T42, as proposed, with a two-hourly frequency at times broadly similar to that of the existing route 62 timetable. Following consultation feedback relating to the loss of service in Werrington, certain trips will continue to serve the Werrington loop.

Consultation Findings:

Werrington: The public consultation survey showed strongly negative feedback about the proposed reduction in service in Werrington, indicating that the decision to loop Werrington into the proposed T42 service is likely to be received very positively. 30% of respondents in the Peterborough section of the survey specifically mentioned concerns about Werrington no longer being served, underlining the significance of the route to the local community. Respondents highlighted the importance of maintaining access to Werrington for essential local destinations, including doctors' surgeries, shops, the pharmacy, and Werrington Centre.

Survey Overview: Survey responses indicate that 30% of respondents felt the initial proposals would make their journeys easier, while 35% said they would make their journeys more difficult. Among those who believed the proposals would have a negative impact, 60% specifically referred to the 62 service and the proposed reduction or removal of service in Werrington. This suggests that much of the negative feedback was driven by concerns about changes to the 62 route, and therefore the revised proposal to retain connection to Werrington is likely to address a significant proportion of those concerns.

New Development Considerations

SYSTRA is not currently aware of any Section 106 funding within the Peterborough area that could be used to support improvements or enhancements to these services. However, a

development site in Farcet should be closely monitored for any future Section 106 contributions, as it lies just outside the proposed new route and could present an opportunity to support service enhancements for residents of the new homes. Referred to as HDC 2694 and formally identified as Farcet 3: Land East of Peterborough Road, the site is a major strategic allocation currently under consideration as part of Huntingdonshire District Council's Local Plan Update. The cross-boundary development, which extends into Peterborough City Council's area, proposes up to 800 homes over a five- to ten-year build-out period, alongside a local centre with convenience retail provision, extensive public open space, and supporting local infrastructure. Given the scale of the development and its proximity to the proposed route, potential increases in travel demand should be planned for and closely monitored. Section 106 funding arising from the scheme could also provide a valuable opportunity to enhance the orbital service to improve connectivity for future residents.

In addition to this, SYSTRA recommends that the Great Haddon development be closely monitored, as it represents a major urban extension near Peterborough with plans for 5,350 homes. Active phases of the development include Haddon Fields, which is providing 66 shared ownership properties, as well as Haddon Abbott and Haddon Cross / Great Haddon Wood. Alongside new housing, the development has already delivered three primary schools and one secondary school. Located on the A15 corridor, the site is currently served by the 904 service between Huntingdon and Peterborough, which may present future opportunities for public transport planning and funding contributions.

The summary of final service proposals are:

- ◆ T42: Peterborough to Maxey

The new PVR for these services will be 1.

Maps of new proposed service



Final Proposed Route – T42 Service: Peterborough to Maxey:

https://feedbackmap.optibus.co/6KZyHTU9gdaS4zqgrp9mFfwnjNCWLzJM8y_rVVQ_CX8

Tiger On Demand Services

The Tiger on Demand network was reviewed as part of a previous commission undertaken by SYSTRA for the CPCA. Tiger on Demand is the rural, demand responsive part of the Tiger network. Unlike a fixed bus route, demand responsive transport does not follow a set line all day; instead, passengers book journeys within a defined zone, and the vehicle is routed around actual requests. In this case, the model was introduced because many of the rural areas covered are sparsely populated, dispersed and difficult to serve efficiently with conventional fixed-route buses. The findings are clear that these services are expensive to operate, but it also shows why they remain the most practical option in these areas: in places with low demand, long distances and limited trip generators, a full fixed-line bus network would likely require even higher subsidy.

Tiger on Demand performs an important accessibility role, particularly where villages have either no alternative service or only a very limited one. Across the network, 93.7% of completed trips arrived on time in May 2025, which is a strong result operationally. However, the report also found that only 70% of requested trips were completed, with the remaining 30% largely attributed by the operator to customer cancellations, though some may also reflect vehicle availability. This points to a service that is valuable, but still operationally costly and not yet as efficient as it needs to be.

The Tiger on Demand network consists of four roaming zones across the Combined Authority with services delivered by eight vehicles operating between 06:00 and 19:00 Monday to Saturday. The roaming zones are Tiger 6 East Cambridgeshire (T6), Tiger 8 Fenland (T8), Tiger 10 South Cambridgeshire (T10), and Tiger 11 Huntingdonshire (T11), with T10 split into a north and south division.

The cost conclusions for each service are quite stark. T6 East Cambridgeshire has a cost per passenger of £74.11, making it the second most expensive Tiger on Demand zone. Even so, the report notes that 46.8% of its coverage is in places with no alternative service or only a once-weekly bus, which is why the service still has a strong social case. The busiest flows are Ely to Littleport, Ely to Isleham and Ely to Soham, and Ely acts as the clear hub, with trip generators including Ely Station, Princess of Wales Hospital, Little Downham Station and Soham Station. The report's conclusion is that the zone is useful, but too many trips currently run along corridors that already have buses, so better targeting is needed.

Table 1 - Summary of findings T6

METRIC	RESULT	DETAIL
Average passengers per hour May 25	1.46	This is the second most utilised Tiger on Demand Network with 2 PVR. This works out at 0.73 per bus
Most popular routes	Ely – Littleport Ely – Isleham Ely – Soham	Ely is the principal hub of the network with destinations including Market Street, Ely Station, and Leisure Centre. In Littleport, the leisure centre is the most popular requested location. Two of the three routes run in parallel with bus services 9 and 112 whilst Isleham has no direct bus service to Ely and only receives a peak time trip to Newmarket
Other popular routes	Ely – Wicken Ely – Little Downham Ely – Prickwillow	These receive significantly less coverage by the bus network, Little Downham has three return daily trips to Ely and Wicken/Prickwillow are served by a weekly bus service.
Trip Generators	Ely Station Princess of Wales Hospital Little Downham Station Soham Station 2 Supermarkets	These trip generators will provide partial success of the network.
Coverage of area with no alternative service or served only once per week	46.8%	Almost half of the network coverage is solely reliant on this service; however, most passenger flows are along existing bus corridors

Cost per passenger £74.11

This is the second most expensive DRT subsidy rate on the Tiger network. Recommendations need focus around stronger usage of the vehicles to improve hourly passengers to reduce this cost

T8 Fenland performs weakly on demand, with only 0.79 passengers per hour, but because it uses just one vehicle its cost per passenger is lower than T6 at £65.68. The report describes it as the weakest performer by passenger demand, but it still provides value in specific cases, especially around access to March Station and unique links such as Benwick to Chatteris. Only 16.67% of its coverage is unique, so the conclusion is that too much of the zone overlaps with existing bus corridors and should be redesigned.

Table 2 - Summary of findings T8

METRIC	RESULT	DETAIL
Average passengers per hour May 25	0.79	This is the weakest performer for this metric on Tiger on Demand, it is worth noting there is only one vehicle in operation which is not always available due to driver breaks. Demand may have reduced with the introduction of service T7 in May 2025 and route 32 in September 2025.
Most popular routes	Chatteris - March Benwick – March/Chatteris	March and Chatteris are the two key hubs of the network. The Chatteris to March corridor is covered by bus services at least every 60 minutes and in parts up to two buses an hour which forms also the most popular DRT corridor. Benwick to Chatteris is a unique link not covered by other buses.
Other popular routes	Manea – Chatteris Christchurch - March	Service T7 is likely to have abstracted these movements now in operation.
Trip Generators	March Station Manea Station Doddington Hospital 2 Supermarkets	March Station is a popular generator which DRT provides a direct link where other buses do not provide direct links to. Apart from March/Manea Station for onward rail travel, the bus does not feed into any attractive bus services for Peterborough or Cambridge
Coverage of area with no alternative service or served only once per week	16.67%	This is based on the September 2025 network – it is clear much of the roaming zone has alternative transport provision and unique coverage is low.
Cost per passenger	£65.68	This is second lowest cost on the network due to being only one PVR in operation across the zone.

T10 South Cambridgeshire is the clearest value-for-money concern. Across the north and south parts of the zone, the cost per passenger is £180.11, by far the highest on the Tiger on Demand network. The report says there are no significant trip generators, no strong travel pattern, and only 15.38% unique coverage in the north and 16.67% in the south. In plain terms, the service is covering a lot of area without generating enough demand to justify its current form. This is why the report identifies T10 as the most urgent case for redesign.

Table 3 - Summary of findings T10

METRIC	RESULT	DETAIL
Average passengers per hour May 25	0.86*	*This is across North and South of the roaming zone.
Most popular routes	No significant popular route	No significant frequent patterns have been identified by SYSTRA from the data within the zone which struggles to justify its existence in current format. There is no trip generators identified within the roaming zone
Other popular routes	n/a	Whilst there are occasional trips, nothing significant has been identified.
Trip Generators	0	No rail stations or hospitals
Coverage of area with no alternative service or served only once per week	15.38%	Six unique stops not covered by reasonable alternative services, therefore much of the network has an alternative fixed bus route.
Cost per passenger	£180.11*	*This is across North and South of the roaming zone in South Cambridgeshire, proportioned this is likely to be up to £90 but could exceed as very poorly utilised.

By contrast, T11 Huntingdonshire is the strongest financial performer, with a cost per passenger of £29.75, the lowest across the Tiger on Demand network. It also has the highest demand at 1.71 passengers per hour and benefits from major trip generators including Huntingdon Station, St Neots Station, Hinchingsbrooke Hospital and six supermarkets. At the same time, the report notes that many of its busiest journeys, such as Huntingdon to St Neots and Cambourne to St Neots, duplicate existing bus links. So while T11 is comparatively good value, the conclusion is that it needs tightening so demand responsive capacity is focused on the more isolated communities that depend on it.

Table 4 - Summary of findings T11

METRIC?	RESULT	DETAIL
Average passengers per hour May 25	1.71	This is the highest performer in terms of passengers per hour usage of the network with resource sometimes shared from the T10 to cover demand between Huntingdon and St Neots. However, it is the 2nd most poorly utilised based on passengers traveling per PVR per hour.
Most popular routes	Huntingdon – St Neots Cambourne – St Neots Huntingdon - Sawtry	These key routes are duplications of existing bus services, and these need better protection to allow DRT to focus on more isolated communities.
Other popular routes	Keyston/Catworth – Huntingdon Buckden – St Neots Huntingdon - Grafham	Buckden to St Neots has alternative bus services available, however the other routes are solely reliant on Tiger on Demand.
Trip Generators	Huntingdon Station St Neots Station Hinchingsbrooke Hospital	This zone has the largest number of trip generators.

Coverage of area with no alternative service or served only once per week	6 x Supermarkets 24.27%	25 Of the 103 locations have no suitable alternative bus provision. This is the second highest zone without an alternative bus service available
Cost per passenger	£29.75	This is lowest cost per passenger across the network from data supplied by CPCA

Overall, the review conducted by SYSTRA concludes that Tiger on Demand is justified because it provides essential rural mobility in places where fixed-route services would struggle to be viable, but it needs slight redesign to improve vehicle utilisation, reduce duplication with conventional buses and bring down the very high subsidy per passenger in some zones. In short, it is not a cheap model, but in these rural areas it is still the best available solution.

Recommended Changes to Tiger on Demand

SYSTRA recommends redesigning roaming zones to merge T6 and T8 and provide protection of bus routes if links are available more than 6 buses per day. To increase utilisation, SYSTRA recommends the introduction of Monday to Saturday fixed trips from Ely to Wicken and Ely to Prickwillow and Isleham. Further to this, SYSTRA recommends extending the roaming zone to Guyhirn – Oak Tree Farm for better connectivity to Peterborough.

For Huntingdon and South Cambridgeshire on demand services, SYSTRA recommends allowing all 5 vehicles to roam across both zones, key changes to be:

- South Cambs (Northern section) to be absorbed into Hunts
- South Cambs (Southern section) to offer links to St Neots and extend to cover Trumpington P&R, and Whittlesford.

SYSTRA also recommends the development of a policy that would allow Demand Responsive Transport (DRT) to supplement existing bus networks. The proposed policy would state that DRT trips will not be permitted if a conventional bus service operates along the same route with a minimum frequency of six trips per day.

This current commission, reviewing fixed bus services, has stated that the following locations would no longer be served by a fixed bus service but shall remain covered by the Tiger on Demand network:

- ◆ Arrington and Croydon – previously served by the 75 service
- ◆ Foxton – previously served by the 26 service
- ◆ Benwick – Previously served by the 56 service

Summary

The proposals set out a revised bus network intended to be more sustainable, easier to understand and better targeted at passenger need. The overall approach has been guided by clear and consistent coverage standards, greater use of demand responsive transport where fixed routes are not viable, and a focus on delivering services that are simple, reliable and useful for access to employment, education and healthcare. Across the network, the proposals seek to improve frequency and connectivity where demand is strongest, simplify overlapping or complex route structures, and reduce inefficiencies where current usage is low.

In the Cambridge orbital and east corridor, services will be simplified around a revised T3, an extended T4 and a retained T5, improving interchange opportunities between Cambridge, Soham and Newmarket while reducing vehicle requirement. In South Cambridgeshire, a more substantial network revision is proposed through new services designed to provide faster and more frequent links to Cambridge, Hauxton and Guilden Morden, while using Tiger on Demand for lower-demand areas.

In Huntingdonshire and Bedfordshire, services 400 and 401 will be replaced by an extended 28 running through to Huntingdon, creating a stronger direct link to Bedford. In Fenland, the 46 service will be retained with irregular service patterns removed, the 56 service will be highly revised, and a new minibus service will be formed between Chatteris, Manea, Manea Rail Station, Christchurch, and March, improving coordination and strengthening key strategic links while lower-demand sections will be covered by demand responsive transport. Cross-boundary opportunities with Norfolk will remain under review.

In the St Neots, Papworth Everard, Bar Hill and St Ives area, services 5A and 8 are no longer proposed to see change. A new service 65 will instead be the key connection between St Neots and St Ives, the 69 (previously 68) will be withdrawn and the 67 will stay the same. In the St Ives, Somersham and Ramsey area, the complex 301 variants will be replaced by a simplified 30 network, while T1 will now be operated commercially. The 300 service will be re-contracted as part of the proposed changed to the 301.

In East Cambridgeshire, new services 120 and 114 are proposed to replace a number of existing local routes and Newmarket circulars, creating a simpler network with a commuter link to Addenbrooke's and a regular daytime service between Newmarket and Haverhill. Alongside these routes, a minibus tender is proposed offering one return journey a week to connect Isleham to Ely services. In Peterborough, it is proposed to retain the 62 service.

Overall, the proposals would create a simpler and more integrated network. While some changes may increase costs in certain areas, these have been balanced where possible by

identifying savings in lower-demand areas. Public and stakeholder feedback has also been taken into account to help ensure the proposals reflect local travel needs and patterns of demand.



Final Proposal Overview

Study Area	Current Services	Current PVR	Services After	PVR After
Cambridge Orbital Services and services from Cambridge to Soham and Suffolk	♦ T2: Madingley Road Park & Ride to Newmarket Road Park & Ride ♦ T3: Grantchester to Fulbourn ♦ T4: Addenbrookes Hospital to Newmarket ♦ T5: Cambridge to Soham	9	♦ T3: Cambridge to Cambridge North Station ♦ T4: Addenbrooke's Hospital to Newmarket ♦ T5: Cambridge to Soham	10
Cambridge, Haslingfield, Melbourn, Fowlmere and links into Hertfordshire & Bedfordshire	♦ 17: Cambridge to Guilden Morden ♦ 26: Cambridge to Royston ♦ 75: Cambridge to Wrestlingworth ♦ 114: Chesterton to Addenbrookes Hospital	6	♦ T25: Cambridge to Haslingfield, Barrington & Orwell ♦ T26: Cambridge to Guilden Morden ♦ T27: Cambridge to Hauxton	6
Huntingdon & Kimbolton and links into Bedfordshire	♦ 28: Bedford to Kimbolton ♦ 400: Huntingdon to Kimbolton ♦ 401: Huntingdon to The Giddings	2	♦ 28: Bedford to Huntingdon	2
Wisbech, March, Chatteris and links into Norfolk	♦ 46: Wisbech to March ♦ 56: Wisbech to Manea or Benwick ♦ T7: Wisbech to Chatteris ♦ 60: Wisbech to Downham Market	6	♦ 46: Wisbech to Ramsey ♦ 56: Wisbech to March and Chatteris ♦ T7: Chatteris, Manea, Christchurch and March ♦ 60: Wisbech to Downham Market	6

St Neots, Papworth Everard, Bar Hill and St Ives	◆ 5A: St Ives to Bar Hill ◆ 8: Cambridge to Papworth Everard ◆ 67: St Ives to St Neots ◆ 68: St Ives to Boxworth	4	◆ 5A: St Ives to Bar Hill ◆ 8: Cambridge to Papworth Everard ◆ 65: St Ives to St Neots	4
St Ives, Earith, Somersham, Ramsey and enhanced links to Huntingdon	◆ 301 / 301S / 301V / 301X: St Ives to Ramsey ◆ T1: Cambridge to Huntingdon ◆ T12: Longstanton to Sutton	4	◆ 30 / 30A / 30C: St Ives to Somersham and Ramsey ◆ T1: Cambridge to Huntingdon and St Ives	3
East Cambridgeshire and links into Suffolk	◆ 13B: Castle Camps - Linton ◆ 16A: Cambridge to Great Thurlow ◆ 18: Newmarket Park and Ride – The Wilbrahams - Newmarket ◆ 19: Burrough Green to Haverhill ◆ 47: Brinkley to Newmarket ◆ 203: Isleham to Newmarket ◆ 204: Isleham to Newmarket ◆ 900 series: Newmarket circulars	3	◆ 119: Newmarket to Haverhill ◆ 120: Addenbrooke's Hospital to Isleham ◆ 121: Isleham to Cambridge	3
Peterborough Service	◆ 62: Peterborough to Maxey	1	◆ T42: Peterborough to Maxey	1
Total		35		35

Conclusion

Overall, the proposed network seeks to deliver a simpler, more integrated and more sustainable set of services across the CPCA area, while responding to both local travel

needs and the wider financial challenges of maintaining the bus network. The proposals have been informed by service performance, expected demand, planned development and extensive feedback from residents and stakeholders, with particular emphasis on the issues most consistently raised through consultation, including reliability, journey opportunities, operating hours, affordability and ease of interchange. While not every request can be accommodated in full, the final proposals aim to strike a balanced and pragmatic approach by improving connectivity where possible, protecting access to essential destinations, and ensuring that limited resources are targeted where they can deliver the greatest overall benefit. As travel patterns continue to evolve, these proposals should therefore be seen not as a fixed end point, but as a stronger foundation for a more coherent and resilient bus network for Cambridgeshire and Peterborough.



Appendices – Proposed Timetables

Attached Excel Spreadsheet has all new final timetables within.



SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

A diverse group of results-oriented people, we are part of a strong team of professionals worldwide. Through client business planning, customer research and strategy development we create solutions that work for real people in the real world.

For more information visit www.systra.com/uk

Birmingham

Alpha Tower, Crowne Plaza, Suffolk Street
Birmingham, B1 1TT
T: +44 (0)121 393 4841

Bristol

33 Colston Avenue, Bristol, BS1 4UA

Cork

City Quarter, Lapps Quay, Cork City
Cork, T12 WY42, Republic of Ireland

Dublin

2nd Floor, Riverview House, 21-23 City Quay
Dublin D02 AY91, Republic of Ireland
T: +353 (0) 1 566 2028

Edinburgh

Ground Floor, 18 Charlotte Square, Edinburgh, EH2 4DF
T: +44 (0)131 460 1847

Glasgow

The Centrum Business Centre Limited, 38 Queen Street,
Glasgow, G1 3DX
T: +44 (0)141 468 4205

Leeds

100 Wellington Street, Leeds, LS1 1BA
T: +44 (0)113 360 4842

London

One Carey Lane, London, England EC2V 8AE
T: +44 (0)20 3855 0079

Manchester

5th Floor, Four Hardman Street, Spinningfields
Manchester, M3 3HF
Tel: +44 (0)161 504 5026

Newcastle

Block C, First Floor, Portland House, New Bridge Street West,
Newcastle, NE1 8AL
Tel: +44 191 249 3816

Reading

Impact Working at R+, 2 Blagrove Street, Reading, RG1 1AZ
T: +44 118 208 0111

Woking

Dukes Court, Duke Street
Woking, Surrey GU21 5BH
T: +44 (0)1483 357705

York

Meridian House, The Crescent
York, YO24 1AW
Tel: +44 1904 454 600

Other locations:

France: Bordeaux, Lille, Lyon, Marseille, Paris

Northern Europe: Astana, Copenhagen, Kiev, London, Moscow, Riga, Wroclaw

Southern Europe & Mediterranean: Algiers, Baku, Bucharest, Madrid, Rabat, Rome, Sofia, Tunis

Middle East: Cairo, Dubai, Riyadh

Asia Pacific: Bangkok, Beijing, Brisbane, Delhi, Hanoi, Hong Kong, Manila, Seoul, Shanghai, Singapore, Shenzhen, Taipei

Africa: Abidjan, Douala, Johannesburg, Kinshasa, Libreville, Nairobi

Latin America: Lima, Mexico, Rio de Janeiro, Santiago, São Paulo

North America: Little Falls, Los Angeles, Montreal, New-York, Philadelphia, Washington

APPENDIX A: DRAFT WALK, WHEEL AND CYCLE STRATEGY

1 CONTENTS

1	Contents	1
	Mayor's Forward	4
2	How We Will Get Cambridgeshire and Peterborough Moving	5
3	Vision and Objectives	7
4	What does walking, wheeling and cycling mean?	7
5	Our walking, wheeling and cycling ambition	9
5.1	Our Starting Point	9
5.1.1	Our region	9
5.1.2	Safety as a barrier	11
5.1.3	The Opportunity	11
5.1.4	Access for All	12
5.2	What we are aiming to achieve	12
5.3	How we are going to achieve our aims	13
5.3.1	Objective 1: Deliver a high-quality active travel network that is safe and easy to use	13
5.3.2	Objective 2: Lead the development of an integrated network so it is possible for residents to access public transport by walking, wheeling or cycling	16
5.3.3	Objective 3: Transform the school run by enabling children to travel actively	17
	Priorities will be identified through evidence-based approaches such as School Travel Plans, collision data, accessibility assessments and community engagement.	18
5.3.4	Objective 4: Attract more people to walk, wheel and cycle for everyday journeys	18
6	Funding our ambition	20
7	How our progress will be monitored	21
7.1	Key Performance Indicators (KPIs)	22
8	Challenges and how we will overcome them	23
	Appendix	25
1	Strategic Context	25
1.1	Local Transport and Connectivity Plan (LTCP)	25
1.2	Local Cycling and Walking Infrastructure Plans	25
1.3	Cambridgeshire's Active Travel Strategy	25
1.4	England's Economic Heartland Active travel strategy	26
1.5	CPCA's Local Nature Recovery Strategy (LNRS)	26

1.6	Rights of Way Improvement Plan	26
1.7	National Policy	26
1.8	The Highway Code	27
1.9	Road Safety Strategy	28
1.10	Equality Act 2010	28
1.11	Inclusive Mobility and National Design Standards	28
1.12	National Disability Strategy (2021)	29
1.13	Equestrian Policy Context	29
1.14	Pride in Place	29
2	High-impact definitions	30

DRAFT

Walk, Wheel and Cycle Strategy: Get Cambridgeshire and Peterborough Moving 2026-2031





MAYOR'S FORWARD

DRAFT

2 HOW WE WILL GET CAMBRIDGESHIRE AND PETERBOROUGH MOVING

The Walk, Wheel and Cycle Strategy sets out a clear ambition for Cambridgeshire and Peterborough: to create a region where walking, wheeling and cycling are safe, accessible and attractive choices for everyday journeys. By improving the quality of routes, integrating active travel with public transport, transforming the school run and inspiring more people to travel actively, the Strategy aims to create healthier communities, support a stronger local economy and improve connectivity across the region.

This Strategy sits within a strong national, regional and local policy framework that recognises walking, wheeling and cycling as essential for a better-connected transport system. It supports the ambitions of the Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP), aligns with local infrastructure plans and neighbouring strategic policies, and helps deliver national objectives set out in the Government's Third Cycling and Walking Investment Strategy (CWIS3). Further details can be found in Appendix 1.

The strategy responds to the diverse challenges faced across the region. Cambridge and market towns experience increasing pressure on their compact, often historic, transport networks, while Peterborough's street network was designed around longer travel distances between key destinations. Rural communities face challenges including greater travel distances and limited access to safe walking, wheeling and cycling routes. Disabled residents also experience significant barriers, with lower levels of active travel and reduced perceptions of safety. These challenges underline the need for a network that is safe and accessible for people of all ages and abilities.

To address these challenges, the Strategy focuses on four core objectives.

- Deliver a **high-quality active travel network that is safe, continuous, and easy to use** supported by a Regional Active Travel Network map and consistent design standards.
- **Create an integrated transport system** where walking, wheeling and cycling provide seamless access to buses, trains and mobility hubs.
- **Transform the school run** by improving routes around education settings, strengthening Bikeability provision and embedding active travel in school culture.
- **Attract more people** to walk, wheel and cycle through skills training, workplace support, and community engagement.

Across all four objectives, the Strategy will prioritise **high-impact** schemes that support and strengthen growth, strategic connectivity, access to education, safety and increase levels of walking, wheeling and cycling. **Accessibility** runs through every objective, ensuring the network works for everyone.

Success will be measured through clear outcomes, including an expanded dedicated active travel network, improved perceptions of safety and

better access to public transport but most importantly, by a sustained increase in the number of people walking, wheeling and cycling.

The Combined Authority's role is to provide strategic leadership, secure and allocate funding, coordinate partners, set regional priorities, champion best practice and monitor delivery. The majority of infrastructure delivery, highway asset management and statutory highway responsibilities remain with the region's Highway Authorities. The Combined Authority will work collaboratively with Highway Authorities to support delivery, coordinate regional priorities and align investment decisions. A successful active travel network is one that is maintained to remain safe, accessible and attractive throughout its lifetime, and maintenance considerations should be embedded from the earliest stages of scheme development.

By 2031, the region will have a safer, more accessible and better-connected active travel network that gives residents real choice in how they travel and helps "Get Cambridgeshire and Peterborough Moving."

DRAFT

3 VISION AND OBJECTIVES

*The Combined Authority's Vision is to create a region where walking, wheeling and cycling are **attractive** travel options for everyday journeys, giving every resident **choice** in how they travel while supporting growth, thriving town and city centres, successful new communities and high-quality places where people want to live, work, invest and visit.*

To deliver our vision, we will focus on four core objectives:

1. Deliver a high-quality **active travel network** that is safe and easy to use for all
2. Lead the development of an **integrated network** so it is possible for residents to access public transport by walking, wheeling or cycling
3. Transform the **school run** by enabling children to travel actively
4. **Attract** more people to walk, wheel and cycle for everyday journeys

The guiding principles that underpin this Strategy are **accessibility for all** and ensuring any investment on active travel has a **high-impact**. Accessibility will be embedded across the network, recognising that different functions and user needs. Active travel investment will be prioritised towards schemes and programmes that deliver the greatest benefits and support the Strategy's vision and objectives.

High-impact schemes and programmes are defined by the following characteristics:

- Supporting growth
- Strategic connectivity
- Modal shift and increased usage
- Safety improvement, including the perception of safety and personal safety, with focus on women and girls' safety.
- Social and economic impact
- Improvements to connectivity to schools, colleges and education settings.

Appendix 2 provides further explanation of the definition of high impact.

Supporting growth is central to the Combined Authority's ambitions. By 2031, working in partnership with our local authority partners and stakeholders, we will lead a programme of active travel investment that:

- Connects residents to new homes, jobs, education and skills opportunities
- Expands transport choice across urban, market town and rural communities, improving access to key destinations. makes physical activity a natural and accessible part of everyday life.
- Creates more attractive places through high-quality streets and public spaces.

These outcomes will ensure that walking, wheeling and cycling are not only attractive transport choices, but also catalysts for growth, wellbeing and better places across Cambridgeshire and Peterborough.

4 WHAT DOES WALKING, WHEELING AND CYCLING MEAN?

Walking, wheeling and cycling, also described as active travel, refers to making every day journeys through people-powered movement, using your own energy to get from place to place. While people walking, wheeling and cycling are all people-powered ways of moving there is a distinction in the speeds and needs of different modes.

Walking means moving at a pedestrian’s pace, whether on foot independently or with support such as a walking stick, frame, the arm of a companion or a support animal. It also includes people who are pushing a buggy or pram, whose needs must be considered when planning for walking environments.

Wheeling involves travelling using a mobility aid or adapted device, including manual or powered wheelchairs, mobility scooters, adapted and inclusive cycles, pushchairs and prams, push scooters but does not include electric scooters (e-scooters)¹.

Cycling means travelling on wheels at a faster pace, using anything from a push-bike to an electrically assisted pedal cycle (e-bike), as well as cycles with 2, 3 or 4 wheels, hand-propelled cycles, or cycles designed to carry more than one person or equipment, known as a cargo bike.

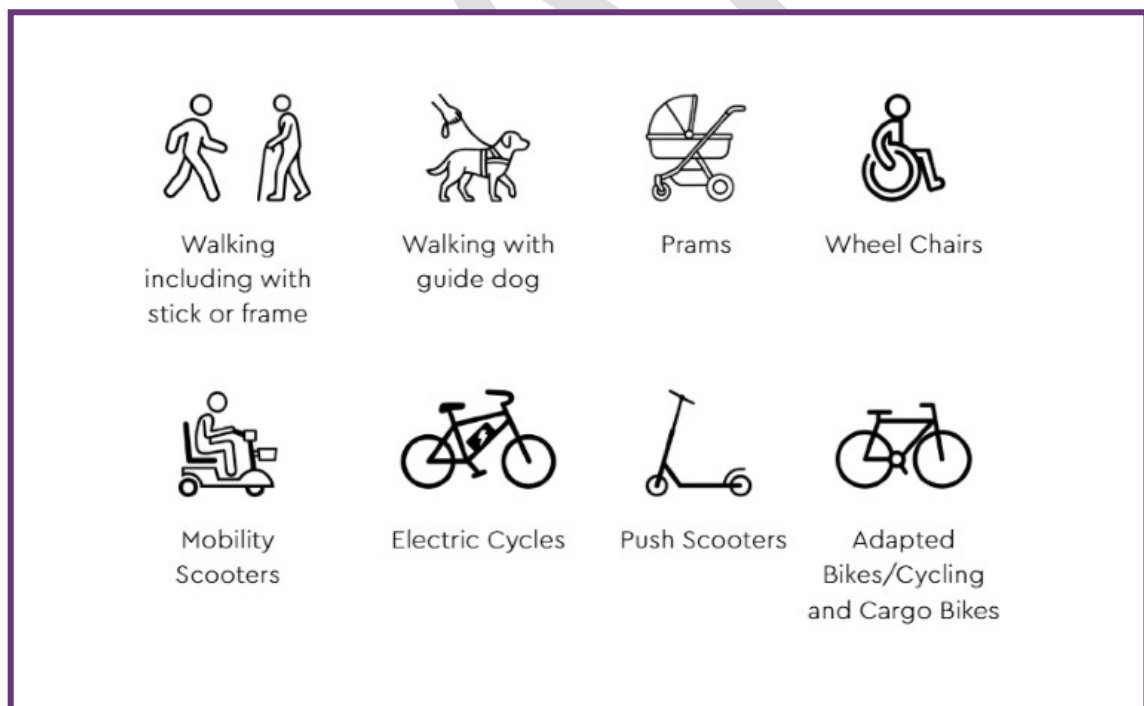


Figure 1: Active Travel Modes

¹ e-scooters are classified as micromobility devices as they have minimal contribution to physical activity. Unlike legal ebikes which require the rider to exert energy to pedal. E-scooters are included in the Combined Authority’s Micromobility Strategy.

While recreational activities, such as running, dog walking, or horse riding, are not strictly considered active travel, they often rely on the same infrastructure. Active travel is specifically defined as making purposeful journeys, such as travelling to work, school, shops or services, by walking, wheeling or cycling rather than using a motor vehicle. Our strategy focuses on active travel because it provides the greatest opportunities to reduce car dependency, improve connectivity and accessibility, support growth, and deliver health, economic and social benefits through everyday travel choices.

This strategy aims to improve routes for active travel while taking into account the needs of all road and path users. The access and safety of all non-motorised users, including leisure users and equestrians, must be considered and not adversely affected in the delivery of the strategy.

5 OUR WALKING, WHEELING AND CYCLING AMBITION

5.1 OUR STARTING POINT

5.1.1 Our region

Cambridgeshire and Peterborough face a number of challenges in both the urban and rural areas.

In Cambridge, high demand for walking and cycling puts strain on existing routes, which must be carefully maintained and upgraded within a compact and historical city where expanding infrastructure is difficult.

Peterborough's challenge is different: its post-war new town design prioritised roads and suburban sprawl, makes it harder to shift travel habits despite a large network of 1,046 km of footways and cycleways (including shared use).

Semi-urban market towns add a further layer of complexity, as their historic, tightly constrained street patterns make it difficult to balance the needs of pedestrians, wheelers, cyclists, and motor vehicles.

Across all urban settings, the key challenge is creating safe, direct, and continuous networks that can support growing demand for active travel.

Rural communities, which make up 26% of the region's population, face distance, safety, and connectivity barriers that limit opportunities for walking, wheeling and cycling. Longer distances to services, high-speed roads, and the absence of safe walking and cycling routes together with a lack of secure cycle parking close to key destinations mean many residents have little practical choice but to travel by car. Many villages lack safe, direct links to nearby towns, schools, and transport hubs, making active travel feel impractical or unsafe. Improving rural travel requires dedicated active travel routes, enhanced links to public transport, addressing accident hotspots, safer crossings and increasing access to e-bikes to make longer journeys more manageable.

The region is forecast to accommodate significant housing and employment growth. Active travel infrastructure will be essential to ensuring new development is connected, reducing congestion and providing residents with travel choices from day one.

Data Sources:

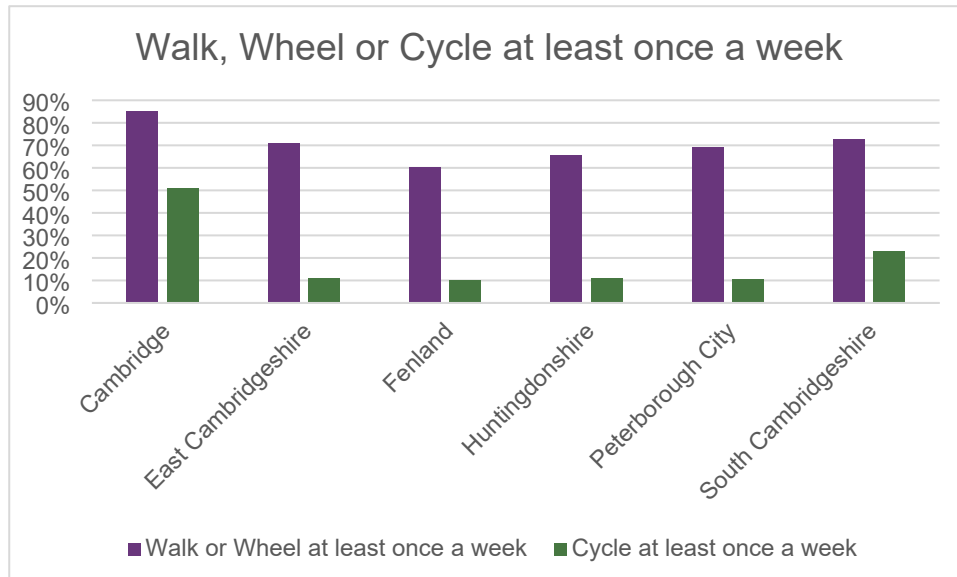
- The [Walking and Cycling Index 2025](#) is the UK and Ireland's largest assessment of active travel, produced biennially by the Walk Wheel Cycle Trust in partnership with local authorities. It provides a detailed evidence base on how often people walk, wheel and cycle, the barriers they face, and the infrastructure improvements they support. In Cambridgeshire and Peterborough, the Index establishes a regional baseline for active travel. Unless stated, the figures within this section are from the Walking and Cycling Index 2025.
- The [National Travel Survey 2024](#) is an official annual household survey conducted by the UK Department for Transport (DfT) to understand how, why, when, and where people in England travel. It is a long-running dataset that monitors personal travel patterns within Great Britain and provides the government with evidence to shape transport policy.
- The [State of the Region 2025 report](#) is the Cambridgeshire & Peterborough Combined Authority's core evidence base, produced annually to give a comprehensive, data-driven assessment of the region's economic, social, and environmental conditions.
- Bikeability data obtain via the Combined Authority's Active Travel Capability Ratings Self-Assessment 2025 Data Evidence Pack provided by Active Travel England in June 25. [YouGov Poll](#) commissioned in 2026 by Active Travel England to understand personal safety.
- Cambridgeshire & Peterborough [Your Bus Journey 2025](#) survey collected 1,475 passenger responses across Cambridgeshire & Peterborough between February and December 2025.

5.1.1.1 Regional Differences

The region shows good levels of active travel according to the National Travel Survey, with 51% of residents walking and cycling over three times a week. This is supported by the Walking and Cycling Index 2025, 93% reported walking or wheeling at least once during the survey period. and 50% of residents stating they cycled.

However, there is variability in these figures depending on area, see Figure 2. In general walking or cycling up to three times a week ranges from 70% in Cambridge to 38% in Peterborough. Our State of the Region report 2026, reported many rural areas lack access to schools or healthcare within a 20-minute walk, and some have no access within a 20-minute cycle.

Figure 12: Walking, Wheeling and Cycling at least once a week in each district



5.1.2 Safety as a barrier

Perceptions of safety restricts uptake of active travel, particularly cycling. 72% of residents feel safe walking or wheeling in their local area, but this drops to 52% for cycling according to the Index. Personal safety is a key theme within **accessibility**. When asked if they think it's safe for children to walk or wheel, only 53% feel it is safe and just 39% for cycling.

The 2025, Your Bus Journey survey found that personal security whilst waiting at the bus stop was generally considered fairly or very good (67%) there is still room for improvement, especially as the respondents were all people who were already using the bus.

Furthermore, current delivery of Level 2 Bikeability training is inconsistent across the region. While some areas are performing well above average, others are falling significantly behind. Overall, only 65% of Year 6 pupils received Level 2 training in 2024/25. This remains well below the national ambition of 80%, highlighting a clear gap in early intervention and a need for targeted improvement to ensure all children have fair access to essential cycling skills. This evidence on perceived children's safety and Bikeability levels supports our core objective of **transforming the school run**.

Over half of the residents in Cambridgeshire and Peterborough report that they walk and cycle over three times a week, which is higher than national average.

5.1.3 The Opportunity

Cambridgeshire currently has 221km of traffic free cycle paths away from the road, where as Peterborough has 250km of cycle paths which are a combination of on and off-road routes. The region has 6,606 cycle parking spaces at railway stations, park and rides, and bus stations. 20% of households live within 125 meters of a traffic free cycle path.

The Index found that 82% of residents in the region would support improving and increasing off-road walking, wheeling and cycling paths and 73% support improving walking, wheeling and cycling access to bus stops, or railway stations. However, our State of the Region 2026, reports that cycle mesh density varies significantly within our region, with Cambridge showing the highest density while some urban and central rural areas have minimal infrastructure. This highlights an urgent need for new links between rural settlements and within certain market towns. This evidence lends support to our focus on the core objectives of a **high-quality active travel network** and an **integrated network with public transport**.

There is appetite for more active lifestyles, with 49% of residents wanting to walk or wheel more and 47% wanting to cycle more, yet many still feel held back by issues of confidence, convenience, and safety. Our final core objective, **attract more people to walk, wheel and cycle for everyday journeys**, therefore focuses on supporting people directly, helping them build the skills, assurance, and everyday comfort they need to choose active travel in ways that feel achievable and right for them.

5.1.4 Access for All

Accessibility remains uneven within our region. Disabled residents walk or wheel less often (43% disabled vs 50% non-disabled) and cycle less (22% disabled vs 29% non-disabled). Those who identified as having a disability felt less safe to walk, wheel or cycle in their local area compared to non-disabled people (61% vs 75% for walking and wheeling and 44% vs 56% for cycling). Therefore, the **overarching desire of this strategy is to ensure the network is fully accessible for people of all ages and abilities**.

5.2 WHAT WE ARE AIMING TO ACHIEVE

Using the Walking and Cycling Index as a starting point, we have set clear targets in relation to each of our core objectives:

Table 1: Targets and baseline

Objective 1: Deliver a high-quality active travel network that is safe and easy to use

Targets	a) Increase Cambridgeshire's and Peterborough's dedicated active travel network by at least 32 km. b) Increase the number of households that are 125 meters away from a traffic free cycle path to 30% c) Increase the number of disabled people who walk, wheel or cycle five days a week or more d) Increase in personal sense of safety for all residents.	2024/25 Baseline	a) 221km dedicated routes for Cambridgeshire and 1,046km footways and cycleways for Peterborough (including shared use). b) 20% of households live within 125 meters of a traffic free cycle path c) Disabled people who travel actively five days a week: Walk and wheel is 43% and cycle is 22% d) Personal safety: 72% for walking and wheeling and 52% for cycling
---------	---	------------------	--

Objective 2: Lead the development of an integrated network so it is possible for residents to access public transport by walking, wheeling or cycling

Target	a) Increase availability of secure, accessible cycle parking at key transport hubs. b) Increase accessibility and perception of safety at bus stops	2024/25 Baseline	a) 6,606 cycle parking spaces at railway stations, park and rides, and bus stations b) 67% of bus users rated personal security as fairly good or very good.
--------	---	------------------	--

Objective 3: Transform the school run by enabling children to travel actively

Target	a) Increase the number of School Streets within the region b) Increase perception of safety for children walking, wheeling and cycling in their local area c) Increase number of Year 6 children trained in Bikeability Level 2 to 80%.	2024/25 Baseline	a) There are 17 School Streets in the region b) Feeling of safety for children walking or wheeling is 53% and 39% for cycling c) 64.87% of Year 6 pupils were trained in Level 2 Bikeability.
--------	--	------------------	--

Objective 4: Attract more people to walk, wheel and cycle for everyday journeys

Targets	a) By 2031, the number of journeys made by walking, wheeling or cycling will have increased by 10% from the 2025 baseline figure.	2024/25 Baseline	a) 51% of residents walk and cycle over three times a week (<u>Department for Transport 2024 report</u>)
---------	---	------------------	--

Underlying these four objectives is a commitment to ensuring that all active travel activity delivers high impact across the region and that the network is genuinely accessible to everyone. This means designing and delivering work that enables people of all ages and abilities to use the network confidently and comfortably.

5.3 HOW WE ARE GOING TO ACHIEVE OUR AIMS

5.3.1 Objective 1: Deliver a high-quality active travel network that is safe and easy to use

By 2031, coordinate the development of a fully integrated active travel network, connecting workplaces, schools, key destinations, urban centres, market towns, and rural communities, making walking, wheeling and cycling attractive, viable options for everyday travel.

In order to deliver on Objective 1 we will continue to use our prioritised network plans in partnership with Cambridgeshire County Council and Peterborough City Council. These walking and cycling infrastructure plans focus on strategic corridors and are based on clearly defined evidence base set out in national guidance and form part of our Active Travel England Capability Rating² requirements.

These network infrastructure plans are developed at Highway Authority level; therefore, the Combined Authority will coordinate the development of a **Regional Active Travel Network (RATN)**, bringing together local authority plans, strategic transport investments and community priorities into a single regional framework. The RATN will provide a regional framework that complements, rather than replaces, Local Cycling and Walking Infrastructure Plans developed by Highway Authorities. The RATN will map connections to growth locations, employment areas, town centres, healthcare facilities and strategic development sites and apply a route-rating system to identify gaps in the network and locations requiring upgrades. The map will account for cross-boundary connections

² At the time of writing the Combined Authority was Level 3 in Active Travel England's Capability Rating. These ratings have a direct impact on how much funding the region receives for active travel.

with neighbouring authorities and include key transport assets such as railway, bus and tram stations and bus stops.

The Combined Authority will work with Highway Authorities and delivery partners to ensure schemes receiving funding **consider the latest Government guidance**, and the **highest accessibility standards**, including those outlined in [Inclusive Mobility \(DfT, 2021\)](#), [LTN 1/20 Cycle Infrastructure Design \(DfT, 2020\)](#), Active Travel England's [rural design guidance](#), [Manual for Streets](#) (latest edition). When delivering we will consider the [Healthy Streets](#) approach to ensure spaces are attractive and usable for all residents.

Any transport schemes funded by the Combined Authority be subject to **review by our Design Review Panel, Active Travel Specialist Advisory Board, and Accessibility Advisory Board** ensuring that schemes are held to the highest design standards and that key stakeholders are fully engaged throughout the design process. On larger infrastructure schemes a full public engagement will be undertaken to ensure residents are engaged.

We will promote and support training opportunities for officers and designers involved in active travel delivery across the region to ensure officers are **trained in the latest national tools and techniques**, including [Active Travel England's Route Check tools](#) and any newly developed assessment frameworks. This will strengthen design quality, improve consistency across projects, and ensure our schemes reflect best practice.

The Combined Authority will oversee regional monitoring and evaluation using a structured approach that includes collecting baseline data, followed by detailed monitoring after opening. This will help us understand the impacts of each scheme, identify what is working well, and capture lessons that can inform future delivery. To support this process, we will produce a **Monitoring and Evaluation Plan** which will set out consistent methods, metrics, and reporting requirements across the region. This continuous improvement approach will ensure that our active travel network evolves in a way that maximises benefits for all residents.

The Combined Authority will advocate for, support and prioritise investment in schemes that incorporate the following design principles, working with Highway Authorities and infrastructure owners:

- ❖ **Accessible path widths** that allow people to travel on a variety of bikes or accessible vehicles and pass safely.
- ❖ **Clear sightlines** along paths and at junctions, reducing blind corners and improving visibility for all users.
- ❖ Consistent, **high quality surfaces** that are smooth, well maintained, and accessible for wheelchairs, mobility scooters, adapted cycles, pushchairs and horses where suitable.
- ❖ **Designing-out hiding places** through open, well overlooked spaces to reduce opportunities for anti-social behaviour.
- ❖ **Dropped kerbs and continuous footways** to reduce barriers and support smooth movement



- for mobility aids and pushchairs.
- ❖ Ensure **barriers** to off-road paths allow mobility scooters, cargo bikes, horses and adapted bikes through.
 - ❖ Good **drainage** to prevent puddling, flooding, and icy patches that create slip hazards.
 - ❖ Appropriate **lighting** or alternative measures should be considered where justified by safety, accessibility and user needs.
 - ❖ **Protected cycle lanes** that separate people cycling from motor traffic and pedestrians wherever possible.
 - ❖ Use of low-maintenance materials or **design to reduce the ongoing maintenance** need of highway authorities.
 - ❖ **Rest areas** with benches, shade, and accessible seating options for people who need to pause during their journey.
 - ❖ **Road crossings** that are designed for people walking, wheeling, and cycling, including signalised crossings and raised tables.
 - ❖ Safe, continuous priority for active travellers at **side roads** to reduce collision risk and increase user confidence. Including implementing side-road zebras when legally possible.
 - ❖ **Secure, convenient cycle parking** at workplaces, schools, transport hubs, shopping areas, leisure centres, and residential locations.
 - ❖ Streets designed to support calmer, more **people-friendly environments** to create safer, more pleasant neighbourhood routes.
 - ❖ **Wayfinding and signage** that helps people navigate routes confidently and understand distance, direction and connections.

The public rights of way network provides an important foundation for rural active travel and will be considered alongside Local Cycling and Walking Infrastructure Plan (LCWIP) proposals. When active travel schemes include public right of way upgrades, it is essential to maintain access for all users and carefully select surfacing to prevent negative impacts on groups like equestrians. Where possible, opportunities to enhance connectivity for equestrians should be considered early in the design process.

By integrating these features consistently across the network we will help create attractive, people-focused streets and public spaces that support local regeneration and pride of place.

5.3.2 Objective 2: Lead the development of an integrated network so it is possible for residents to access public transport by walking, wheeling or cycling

To facilitate the development of an integrated network that enables residents to reach public transport easily and comfortably, a number of interventions that can be implemented:

Improvements to direct access to public transport

- Develop safe, direct walking, wheeling, and cycling routes that connect homes, schools, workplaces, and local centres to bus stops, Mass Rapid Transit stops, park and rides, mobility hubs and train stations.
- Advocate for all new developments to include direct, safe and accessible walking and cycling links to transport hubs from the outset.
- Identify and improve missing links between active travel corridors and public transport nodes, including desire lines, informal cut-throughs and community-identified gaps.

Strengthen the 'first and last' mile connectivity

- Work with transport operators, developers and local authorities to expand secure cycle parking provision, including long-stay, covered and accessible options, at bus stops, railway stations, and bus stations, with consideration given to the levels and types of provision set out in the Combined Authority's Mobility Hubs Strategy
- Expand cycle (and scooter) hire at transport interchanges and urban areas to support seamless first and last mile journeys (assuming government legislation allows this).
- Work with police and rail partners to reduce cycle theft at and around stations and transport hubs.

Improve the quality, visibility and accessibility of public transport stops

- Enhance wayfinding through consistent signage, accessible mapping, and digital navigation tools to help users identify active travel routes to and from transport hubs.
- Map all active travel routes and public transport stops and stations across the region to understand existing connectivity and identify gaps in access.
- Work with Highway Authorities and operators to review accessibility at bus stops and support the prioritisation of upgrades such as improved surfacing, lighting, shelters, dropped kerbs and accessible clearways.



- Work with partners to develop and support the rollout of a standardised bus stop flag across the region to increase stop visibility, improve consistency, and make the network easier for residents and visitors to use.
- Work with Active Travel England through the Design Review Panel to ensure access to transport hubs meets the highest design standards for safety and accessibility.

Improve safety and quality of routes to and at transport hubs

- Upgrade footways, crossings, and cycle paths leading to transport hubs to ensure they are safe, well-lit, comfortable and inclusive for all ages and abilities.
- Remove physical barriers that restrict access for mobility aids, cargo bikes, adapted cycles and pushchairs.
- Consider waiting areas for public transport in terms of personal safety, ensure there are clear sight lines, good lighting with no pockets of darkness, and seating available.

5.3.3 Objective 3: Transform the school run by enabling children to travel actively

Encouraging children, families, and young adults to walk, wheel, or cycle to education settings is central to embedding lifelong active travel habits. Our aim is to increase the proportion of children and young adults, including university students, who regularly travel actively to school, college, or campus. By supporting more children and their families to walk, wheel, and cycle, we will be laying foundations for routine physical activity and help improve mental wellbeing across the region.

The Combined Authority will support schools and delivery partners through funding, coordination, training opportunities and programme development, recognising that schools and local partners will play the primary role in delivery. The Combined Authority will support a package of targeted actions to support objective 3:

- ❖ Provide strategic **support to schools** and education providers across the region to understand their specific challenges and support them to participate in active travel programmes.
- ❖ Support improvements to routes and environments around schools, colleges and universities by **upgrading crossings**, enabling desire lines, widening footways, improving lighting and surfacing, and enhancing accessibility for mobility aids and adapted cycles.
- ❖ Support the roll-out of **School Streets** to create safer, calmer environments at drop-off and pick-up times, increasing safety and encouraging pupils to walk, wheel and cycle.
- ❖ Work directly with schools to **deliver tailored programmes** that focuses on building



- confidence, improving safety, and making walking/cycling a normal part of everyday school life (e.g. Pedestrian Training/Bike IT).
- ❖ Support and fund programmes that **incentivise active travel** through reward-based systems and behaviour change programmes.
 - ❖ Enable cycle training, including **Bikeability**, learn to ride and family cycle confidence sessions, to build skills and confidence.
 - ❖ **Support parents** to make active travel the easier choice through travel planning, behaviour change campaigns, family cycle confidence sessions, and initiatives such as Park and Stride, walking buses and cycle buses.
 - ❖ Encourage **Travel Ambassadors** to champion active travel within the school community.
 - ❖ Promote travel planning through initiatives such as **ModeShift STARS**.
 - ❖ Support the development of community-led **walking buses** and bike trains.
 - ❖ Work with schools, parents and community to **co-design** routes and environments around schools.
 - ❖ Work closely with **Vision Zero partnership**, including police, road safety education providers and public health.
 - ❖ Embed **road safety** and active travel education throughout schooling, including pedestrian training.
 - ❖ Promote the use of **cargo bikes** for nursery and early-years journeys, supported by awareness campaigns, safe route improvements and cycle-parking that accommodates larger cycles.
 - ❖ Support the provision of sheltered and secure scooter and cycle parking.
 - ❖ Work with schools to embed active-travel messaging within **curriculum-linked** activities and wellbeing initiatives.

Priorities will be identified through evidence-based approaches such as School Travel Plans, collision data, accessibility assessments and community engagement.

5.3.4 Objective 4: Attract more people to walk, wheel and cycle for everyday journeys

Our ambition is to create a lasting cultural shift where walking, wheeling and cycling become normal choices for local journeys. To make active travel part of everyday life, the Combined Authority need to help more adults feel able and confident to walk, wheel, or cycle their local journeys. This means working with communities, places of education and employment so people have the skills, knowledge, and support they need. Our strategic outcomes can be broken down into three areas: building confidence, removing practical barriers and creating social norms.



Build Confidence

Activities that help people develop the skills, knowledge and assurance to travel actively.

- Support the provision of cycle training.
- Ensure Bikeability is delivered efficiently and support delivery where needed.
- Engage communities and workplaces to ensure people have the skills, knowledge and confidence to choose active travel.
- Work directly with schools to deliver pedestrian training and road safety education.
- Understand concerns around personal safety and take steps to address these, including a focus on women, girls and children.
- Educate residents on how to report incidents that threaten their personal safety.
- Support Travel Ambassadors to champion walking, wheeling and cycling.
- Provide updates and training to Members to ensure they have the latest information on walking, wheeling and cycling.
- Use apps and digital platforms to encourage participation and educate residents on active travel opportunities.

Remove Practical Barriers

Activities that make walking, wheeling and cycling easier, more convenient and accessible.

- Ensure opportunities are inclusive for residents with mobility impairments, older adults and those using adapted cycles or mobility aids.
- Support opportunities for bike hire, including e-bikes, cargo bikes and standard bicycles.
- Encourage active travel year-round through bike light giveaways and cycle maintenance support.
- Improve lighting on routes for safer night-time travel.
- Provide rest stops with benches and shade to enable longer journeys.
- Improve wayfinding to help people navigate with ease.
- Support development and promotion of digital tools that allows residents to identify clear routes to destinations.
- Provide widespread real-time bus and train information to support integrated journeys.
- Develop Mobility as a Service (MaaS) tools that allow people to plan and pay for journeys in one place.
- Deliver joint active travel and road safety campaigns that promote safer speeds, considerate driving and respect for people walking, wheeling and cycling, particularly in high streets, market towns and village centres.
- Create a fund for smaller community-led projects that remove local barriers to active travel.

- Support travel plans for workplaces, education facilities and new developments.

Encourage Behavioural Change

Activities that make walking, wheeling and cycling a normal, visible and desirable part of everyday life.

- Work with businesses to help employees travel to work by walking, wheeling or cycling.
- Focus interventions on key life transitions, such as moving house, changing schools or starting a family.
- Support community-led walking buses and bike trains.
- Create safer neighbourhoods around schools.
- Promote healthy travel through initiatives such as ModeShift STARS.
- Run targeted communications campaigns to build new travel habits.

When delivering these key objectives, we will keep the need for schemes and projects to be high-impact and accessible for all residents at the forefront of the design, development and delivery.

6 FUNDING OUR AMBITION

The Combined Authority's primary role is to provide strategic leadership, secure investment and coordinate delivery across the region. The Combined Authority will seek funding from Government and external partners, align investment with regional priorities, and allocate funding to programmes and projects that deliver the greatest impact.

The Authority will work closely with Cambridgeshire County Council, Peterborough City Council, transport operators, developers, schools, colleges, community organisations and other stakeholders to support delivery of active travel improvements. While many infrastructure projects, behavioural change programmes and local interventions will be delivered by these partners, the Combined Authority will provide strategic oversight, champion high-quality and accessible design, monitor progress against regional objectives and act as the regional advocate for walking, wheeling and cycling.

Securing viable, long-term funding is essential, we will seek and leverage funding from multiple sources, as shown in Table 2:

Table 2: Funding Sources

Funding Sources	Examples
Within the region	Combined Authority funding Local Authority funding Public Health funding
National and Regional Transport Funds	Department for Transport (DfT) Active Travel England (ATE) Department for Environment, Food and Rural Affairs (DEFRA)
Developer Contributions	Section 106 agreements Community Infrastructure Levy (CIL) Direct on-site delivery by developers Direct off-site delivery by developers through Highway Act (s278) legislation
Private Sector Investment, Third-Party Funding, charities	Local businesses and organisations The Walk, Wheel and Cycle Trust Rail operators at stations
Government Agencies	East West Rail National Highways Network Rail Train operating companies
Ad hoc Grants	European Institute of Innovation and Technology (EIT) Climate-Knowledge and Innovation Community (KIC)

A significant share of funding for walking, wheeling, and cycling schemes comes directly from the Department for Transport. Active Travel England (ATE) assesses every local authority on its capability to plan, design, and deliver high-quality active-travel schemes, and assigns a Capability Rating. This rating directly determines how much active-travel funding each authority receives.

In September 2025 the Combined Authority submitted our Local Transport Delivery Plan to the Department for Transport. The table below lays out the funding received until 2030.

Table 3: Local Transport Delivery Plan

Funding streams	Amount awarded (total for period shown)
Active Travel Revenue (2026 to 2029)	£1,582,000
Active Travel Capital (2026 to 2030)	£5,042,000
LA Bus Grant Capital (2026 to 2030)	£5,489,000
LA Bus Grant Revenue (2026 to 2029)	£4,988,000
Capital Highways Maintenance (2026 to 2030)	£38,768,000
Capital Local Transport Grant (2026 to 2030)	£4,973,000
Revenue Local Transport Grant (2026 to 2029)	£819,000



LEVI (2026 to 2030)	£202,000
Total	£61,863,000

Following the Local Transport Consolidated Settlement there will be progression towards a consolidated settlement from central government. Therefore, we will prioritise funds for active travel activities across both revenue and capital budgets, committing at least 4% of transport revenue and 10% of capital funding to walk, wheel and cycle schemes. To secure future investment and maintain momentum behind our active travel ambitions, the authority must demonstrate continuous improvement in its ATE self-assessment, strengthening capability through improved governance, higher design standards, more effective delivery processes, and deeper community engagement, each essential to achieving a higher rating and unlocking greater levels of funding.

7 HOW OUR PROGRESS WILL BE MONITORED

A strong Monitoring and Evaluation (M&E) framework is essential to ensure active travel investments align with local transport goals, track progress, and inform future improvements across Cambridgeshire and Peterborough. A Monitoring and Evaluation Plan will be developed following the strategy which will include:

- A biennial resident survey to assess public views and measure progress against the baseline data outlined in section 5.2.
- Biennial review of targets in the [Local Transport and Connectivity Plan](#)
- Annual review of the Combined Authority's State of the Region report
- For infrastructure projects, user numbers will be recorded both before implementation and after completion to understand impact.
- Behaviour-change initiatives will be monitored using methods appropriate to the type and scale of each scheme.

As project sponsor the Combined Authority will encourage a range of data collection methods to be used to ensure accurate, consistent, and reliable monitoring of programme outcomes:

- Network usage data via automatic counters and VivaCity sensors.
- Travel behaviour insights through local surveys similar to the Walking and Cycling Index (W&CI).
- GPS tracking and GIS mapping to evaluate network connectivity and identify infrastructure gaps.
- Safety data including road safety audits and KSI analysis.
- Accessibility feedback gathered from audits and consultation with disabled and mobility groups.
- Campaign reporting capturing participation and engagement levels across active travel and behaviour change initiatives.

- Monitoring data from development-related schemes where secured via s106/planning conditions
- Travel plan monitoring data from key employers located in Cambridgeshire and Peterborough
- Nationally-collected data sources including the Census and National Travel Survey

Where available, this will be supplemented by local authority records, public consultations, and school participation data.

Ongoing evaluation will ensure that active travel projects and programmes remain aligned with strategic objectives, respond to emerging challenges, and integrate new innovations where appropriate.

7.1 KEY PERFORMANCE INDICATORS (KPIs)

Progress will be measured through a focused set of KPIs, each linked to the four objectives. Monitoring will capture infrastructure delivery, usage patterns, behaviour change, accessibility improvements, and safety outcomes. This is shown in Table 4.

Table 4: Key Performance Indicators

Objective 1: Deliver a high-quality active travel network that is safe and easy to use	
KPIs	a) Number of kilometres of dedicated active travel network delivered b) Number of residents that are 125 meters away from a traffic free cycle path c) Number of disabled people who walk, wheel or cycle five days a week or more d) Number of people who rate personal safety perception as high e) Delivery of prioritised routes from network plans
Objective 2: Lead the development of an integrated network so it is possible for residents to access public transport by walking, wheeling or cycling	
KPIs	a) Number of cycle parking at railway stations, bus stops and bus stations b) Increase accessibility and perception of safety at bus stops
Objective 3: Transform the school run by enabling children to travel actively	
KPIs	a) Number of School Streets b) Number of Year 6 children trained in Bikeability Level 2. c) Number of children participating in active travel activities

Objective 4: Attract more people to walk, wheel and cycle for everyday journeys

KPIs	a) Increase number of people walking, wheeling and cycling in the region. b) Participation in communication and behaviour change campaigns
------	---

8 CHALLENGES AND HOW WE WILL OVERCOME THEM

Delivering this strategy will require navigating several uncertainties, the first of which is funding. National active travel budgets can fluctuate, and local authority resources are often stretched. This creates challenges for long-term planning and may affect the pace at which schemes can be delivered. To manage this, the Combined Authority will continue to strengthen its evidence base, maintain a high Active Travel England capability rating, and prioritise high-impact schemes that offer the greatest value for money. A clear pipeline of well-designed projects will ensure the region is ready to secure funding whenever opportunities arise.

The strategy is grounded in strong evidence, aligns with wider economic, social and high-impact goals, and reflects the needs expressed by residents. By demonstrating the broad benefits of active travel and maintaining cross-party engagement, the Combined Authority can help ensure continuity through political cycles.

Some schemes may face public opposition, residents' concerns are understandable and must be addressed openly. Early engagement, clear communication of benefits, and co-design with communities, especially disabled residents, families and local businesses, will help build trust and shape solutions that work for everyone.

Maintenance liabilities present another important risk. New infrastructure brings ongoing responsibilities, and without consistent maintenance, routes can quickly become less safe, less accessible and less attractive to use. To address this, the strategy emphasises durable design, early planning for maintenance costs, and close collaboration with local highway authorities. Future schemes should include consideration of whole-life costs and maintenance responsibilities before approval, embedding maintenance into scheme design and funding bids to help ensure the network remains safe, accessible and reliable throughout the year.

Finally, skills shortages, particularly in active travel design, accessibility, behaviour change and monitoring, may limit delivery capacity. The Combined Authority will mitigate this by investing in officer training, using national tools such as ATE's Route Check, working with specialist advisory panels, and collaborating with partners to share expertise. Building a strong regional skills base will support consistent, high-quality delivery across the life of the strategy.

APPENDIX

1 STRATEGIC CONTEXT

This appendix summarises the national and local strategic frameworks that shape and inform the Cambridgeshire & Peterborough Combined Authority (CPCA) Walk, Wheel and Cycle Strategy. Together, these policies establish a clear mandate for prioritising active travel as a core component of the region's transport, economic and social objectives.

1.1 LOCAL TRANSPORT AND CONNECTIVITY PLAN (LTCP)

The CPCA's Local Transport and Connectivity Plan (LTCP) provides the overarching transport policy framework for the region. The LTCP sets out a long-term vision for a transport system that is resilient, inclusive and resilient, with active travel positioned as a fundamental component of achieving:

- Enhanced connectivity
- A transport system that works for everyone
- Reduced congestion and improved journey time reliability
- Improved public health

The Walk, Wheel and Cycle Strategy is the child document of the LTCP and provides the detailed approach for delivering high-quality active travel infrastructure and behaviour-change programmes across the region.

1.2 LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS

Cambridgeshire and Peterborough have developed Local Cycling and Walking Infrastructure Plans (LCWIPs), which identify priority corridors and areas for investment. These plans:

- Provide a long-term pipeline of schemes
- Identify strategic and local routes for improvement
- Support funding bids to ATE and other sources
- Ensure consistency in design and delivery across the region

Cambridgeshire's LCWIP was updated in 2022, and work is underway to develop LCWIP2 to expand the project pipeline and reflect emerging priorities. Peterborough's LCWIP was published in 2025 and a Rural Walking and Cycling Strategy is in development.

1.3 CAMBRIDGESHIRE'S ACTIVE TRAVEL STRATEGY

Cambridgeshire's Active Travel Strategy, adopted by Cambridgeshire County Council in March 2023, provides the policy framework for walking, wheeling and cycling across the county and serves as a key supporting document to this Strategy and the Local Transport and

Connectivity Plan (LTCP). It is intended to make active travel the preferred choice for local journeys by creating a safe, convenient, attractive and connected network

1.4 ENGLAND'S ECONOMIC HEARTLAND ACTIVE TRAVEL STRATEGY

[England's Economic Heartland](#) (EEH) developed its Active Travel Strategy in two phases: "The Ambition" (2022) and "The Opportunity" (2023). Together, these documents establish a regional framework for increasing walking, wheeling and cycling across the Heartland, which stretches from Swindon and Oxfordshire through Milton Keynes and Bedfordshire to Cambridgeshire and Peterborough. The strategy seeks to make active travel a central component of regional connectivity, economic growth, health improvement and decarbonisation

1.5 CPCA'S LOCAL NATURE RECOVERY STRATEGY (LNRS)

The Combined Authority's [Local Nature Recovery Strategy](#) vision is for a "wildlife-rich, resilient, productive and sustainable landscape" achieved through the creation, restoration, enhancement and connection of habitats across Cambridgeshire and Peterborough. The strategy identifies opportunities across around 30% of the area, providing the potential to exceed the target of doubling nature beyond 2040. Walking and cycling schemes can be particularly effective in supporting nature recovery.

Walking, wheeling and cycling schemes should seek opportunities to:

- Create green corridors alongside routes.
- Plant native trees and hedgerows.
- Incorporate wildflower verges.
- Enhance watercourses and drainage features.
- Improve public access to nature-rich spaces.

This approach delivers benefits for both biodiversity and public health.

1.6 RIGHTS OF WAY IMPROVEMENT PLAN

Local Highway Authorities have a statutory duty to provide a Rights of Way Improvement Plan. The plan provides the extent to which local rights of way meet the present needs and likely future needs of the public and has statements of action to improve and maintain public rights of way.

1.7 NATIONAL POLICY

National policy places strong emphasis on increasing levels of walking, wheeling and cycling as part of a wider shift towards healthier, more sustainable and integrated transport. The Government's latest policy framework, set out in the [Third](#)



Cycling and Walking Investment Strategy (CWIS3), establishes a long-term vision that walking, wheeling and cycling should be a safe, easy and accessible option for everyone. CWIS3 includes a national ambition for 55% of all short journey stages in towns and cities to be walked, wheeled or cycled by 2035, supported by a five-year delivery programme focused on network development, school travel and local authority capability building.

The four objectives of this Strategy closely reflect the priorities set out in CWIS3. Objective 1 supports the delivery of safe, direct and accessible active travel networks; Objective 2 promotes seamless integration between walking, wheeling, cycling and public transport; Objective 3 contributes to the national focus on enabling children and young people to travel actively; and Objective 4 supports the behaviour change, skills and capability programmes needed to increase active travel participation. Together, these actions will help deliver national active travel outcomes while addressing the specific needs of Cambridgeshire and Peterborough.

Other key national commitments include:

- The UK's long-term commitment to achieving Net Zero by 2050, with active travel recognised as a key contributor to reducing transport emissions, improving air quality and supporting public health outcomes.
- Active Travel England's Delivery Plan 2026-2030, *Worth Every Step*, which sets out ATE's role in supporting local authorities to plan, design and deliver high-quality active travel infrastructure, strengthen local delivery capability, improve safety and accessibility, and embed active travel within transport planning and development management processes.
- Continued application of Local Transport Note 1/20 principles and ATE's assurance role, ensuring that investment delivers inclusive, high-quality infrastructure that enables more people to choose active travel for everyday journeys.
- The Department for Transport's commitment to a more integrated transport system, ensuring walking, wheeling and cycling form the foundation of local journeys and provide seamless connections with bus, rail and other sustainable transport modes.

These national ambitions place a clear expectation on local authorities to embed active travel within transport planning, investment programmes and spatial development frameworks, delivering connected networks that support mode shift, improve public health, enable sustainable growth and contribute to wider environmental objectives.

1.8 THE HIGHWAY CODE

The Highway Code provides the national regulatory framework governing the behaviour of all road users, and its 2022 updates significantly strengthened protections for people walking, wheeling

and cycling. The introduction of the Hierarchy of Road Users places pedestrians, wheelchair users, mobility-aid users, cyclists and horse riders at the top, requiring those operating vehicles with the greatest potential to cause harm to bear the highest responsibility for reducing danger. Key provisions relevant to active travel include:

- giving priority to pedestrians waiting to cross at junctions;
- ensuring cyclists may ride centrally in the lane where necessary for safety;
- providing at least 1.5 metres of space when overtaking cyclists at speeds up to 30 mph; and
- passing horses at 10 mph with at least 2 metres of clearance.

These rules reinforce the need for local authorities to design infrastructure that supports safe, predictable and low-conflict movement for vulnerable road users. Embedding Highway Code principles into scheme design aligns the Walk, Wheel and Cycle Strategy with national safety expectations and strengthens the case for expanding our active travel network.

1.9 ROAD SAFETY STRATEGY

Road safety is a central pillar of national and local transport policy, underpinning the development of safe and inclusive mobility networks. The UK's road safety framework is guided by the Department for Transport's commitment to a Safe System approach, which recognises that human error is inevitable and therefore designs the transport environment to minimise the likelihood and severity of collisions. This approach emphasises safer speeds, safer roads and streets, safer vehicles, safer behaviours and effective post-collision response. Local authorities are expected to embed these principles into all transport planning and infrastructure delivery.

1.10 EQUALITY ACT 2010

The Equality Act 2010 provides the statutory foundation for ensuring that walking, wheeling and cycling networks are accessible to all. Public bodies have a Public Sector Equality Duty (PSED) requiring them to:

- Eliminate discrimination
- Advance equality of opportunity
- Foster good relations between people with and without protected characteristics

For active travel, this means infrastructure must be designed and maintained to meet the needs of disabled people, including those who use mobility aids, adapted cycles, wheelchairs, mobility scooters and other wheeled devices.



1.11 INCLUSIVE MOBILITY AND NATIONAL DESIGN STANDARDS

The Department for Transport's *Inclusive Mobility* guidance sets out detailed requirements for accessible pedestrian environments, including:

- Minimum footway widths
- Kerb heights and tactile paving
- Gradient and crossfall limits
- Seating, rest points and lighting
- Barrier-free design principles

Active Travel England (ATE) requires all funded schemes to comply with inclusive design standards, including LTN 1/20, which emphasises accessibility for disabled people as a core design requirement rather than an optional enhancement.

1.12 NATIONAL DISABILITY STRATEGY (2021)

The National Disability Strategy reinforces the need for transport systems that are safe, predictable, barrier-free and designed *with* disabled people, not for them.

It highlights active travel as a key enabler of independence, social participation and access to employment, education and services.

1.13 EQUESTRIAN POLICY CONTEXT

National policy recognises horse riders and horse-drawn vehicles as vulnerable road users with specific rights and safety needs. The Highway Code (2022) places horses high in the Hierarchy of Road Users and requires drivers to pass at 10 mph with at least 2 metres of space. Equestrians have legal access to bridleways, restricted byways and byways, and local authorities must maintain these routes under rights-of-way legislation.

Guidance from the British Horse Society (BHS) sets out best practice for the design of safe bridleway, including surfacing, crossings and signage. Locally, Rights of Way Improvement Plans (ROWIPs) identify gaps, severance issues and priorities for improving equestrian access, particularly in rural areas. Where appropriate, active travel schemes should consider opportunities to accommodate equestrian users where this aligns with the function of the route and local need. Not all active travel routes will be suitable as multi-user routes, and provision should be made on a case-by-case basis.

1.14 PRIDE IN PLACE

The Government's *Pride in Place* agenda, introduced through the Levelling Up White Paper, emphasises the importance of creating neighbourhoods and public spaces that foster local identity, community confidence and a sense of belonging. It recognises that high-quality streets, parks, paths and public realm are essential to how people feel about where they live. For active travel, this



means designing walking, wheeling and cycling environments that are attractive, safe and welcoming, with well-maintained routes, accessible public spaces, and infrastructure that reflects local character. Improving everyday streetscapes, such as lighting, planting, seating, signage and barrier-free access, supports the Pride in Place objective by making active travel routes more inviting and reinforcing positive perceptions of local areas.

Active travel is also embedded within broader national policy frameworks, including:

- Public health policy, recognising active travel as a key mechanism for reducing long-term health conditions.
- Levelling Up policy, which identifies improved local connectivity as a driver of economic opportunity.
- Planning policy, which increasingly requires developments to prioritise sustainable transport modes.

These frameworks collectively reinforce the need for local strategies that support safe, accessible and attractive active travel networks.

2 HIGH-IMPACT DEFINITIONS

The Combined Authorities Corporate Plan (2025) states that we will focus funding on high-impact active travel schemes. In March 2026 the Transport Committee and Combined Authority Board approved the following definition of high-impact:

Strategic Connectivity

- Schemes that close gaps in existing networks, including shorter or targeted links that unlock longer, end-to-end journeys.

Modal Shift and Increased Usage

- Schemes that are likely to generate high levels of use, reflecting their location, connectivity or surrounding population density.
- Campaigns, challenges and tailored engagement that encourage people to try active travel and build confidence in using it.
- A combined focus on physical infrastructure and behavioural support to ensure uptake across different communities.

Safety Improvement

- Schemes that address both actual and perceived safety barriers to walking, wheeling and cycling.
- Interventions that improve safety and personal security, including a specific focus on the needs and experiences of residents more at risk in the transport environment.

Social and Economic Impact

- Schemes that increase footfall and support the vitality of high streets and local centres.
- Programmes that build community cohesion through shared activity, visibility and participation.
- Schemes that support growth, including improved connectivity to new and proposed developments.

Improvements to connectivity to schools, colleges and education settings.

- Interventions that support access to education, skills and opportunity, contributing to improved life chances.
-

In addition, a to the above a further definition was added to recognise the commitments made in the Combined Authority's Local Growth Plan:

Supporting Growth

- Connecting existing and planned growth locations.
- Enabling access to employment sites, innovation clusters and town centres.
- Supporting delivery of housing growth by reducing transport constraints.
- Improving the attractiveness and vitality of public spaces and local centres.



- Increasing footfall and spend in high streets and district centres.

DRAFT

This page is intentionally left blank